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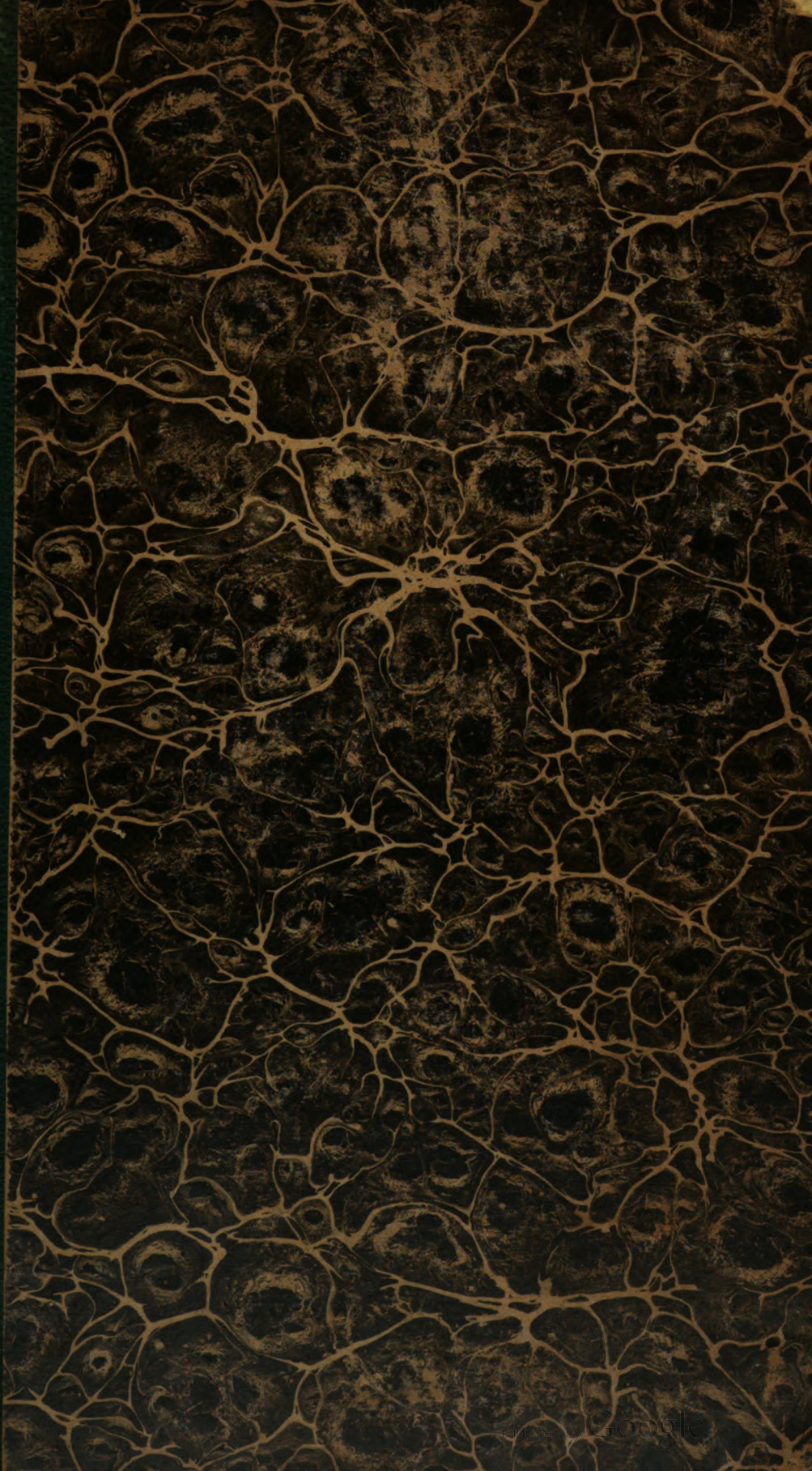
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BEING

A PRESENTATION OF THE RESOURCES, GROWTH AND ADVANTAGES FOR SETTLEMENT AND THE INVESTMENT OF CAPITAL, OF THAT GREAT FIELD OF THE WEST WHICH LIES OPEN FOR IMMIGRATION IN THE UNITED STATES.

BY

L. U. REAVIS.

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ITS  
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The Missouri Pacific Railway,  
The Missouri, Kansas & Texas,  
The Central Branch U. P.

The St. L., I. Mt. & S'n R'y.  
The Texas & Pacific R'y.  
The Intern'l & Gt. N'n Ry.

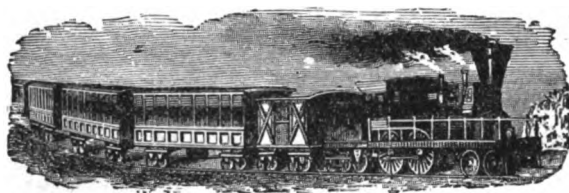
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**A Comprehensive Presentation of the Gould System of Railways and  
of the Productive Power, Growth, and Possibilities of  
the Vast Regions of Country Traversed by the  
Various Lines of this System.**

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ILLUSTRATED WITH MAPS.

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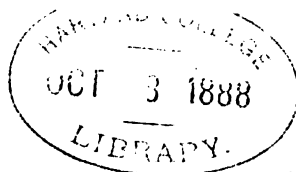
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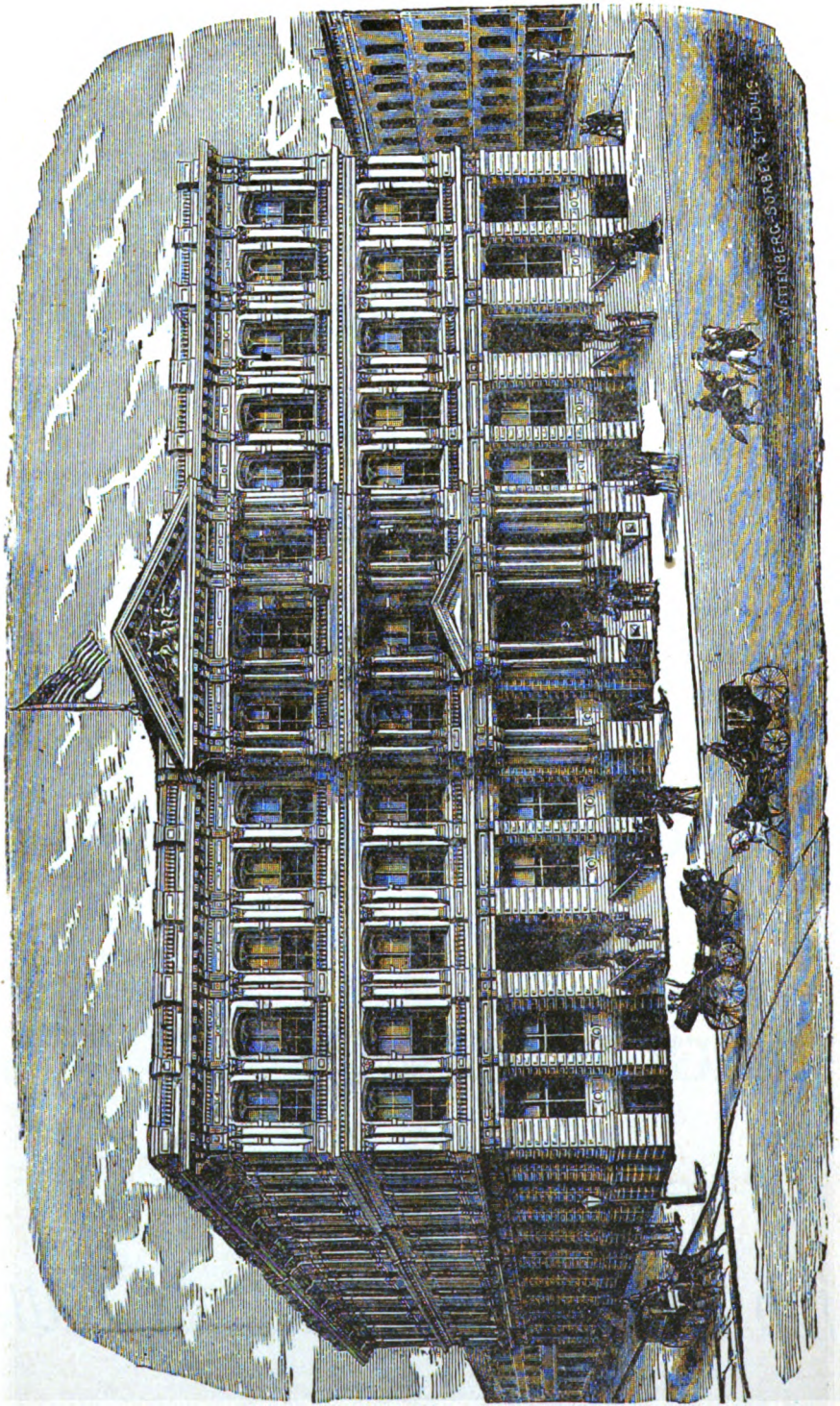
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AND WHOSE PERSONAL WORTH RISES ABOVE THE ATMOSPHERE OF TEMPORARY HONORS  
CONFERRED BY OFFICIAL POSITION, AND IS BROADER IN ITS  
APPLICATION TO A TRUE MANHOOD AND  
ADVANCED CIVILIZATION;

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WHOSE OPERATIONS ARE AS COMPREHENSIVE AND FAR-REACHING AS THE GRAND SYSTEM  
OF RAILWAYS DESCRIBED IN THIS WORK, AND TO WHOSE ENERGY AND JUDGMENT  
THE COTTON INTERESTS OF ST. LOUIS OWE THEIR LARGE DEVELOPMENT,  
UNTIL THEIR AGGREGATED PROPORTIONS REACH THE MAG-  
NITUDE OF MANY OF THE SEABOARD CITIES;  
WHOSE PROSPERITY AND INTEREST ARE BOTH INTERWOVEN WITH THE VAST  
COMMERCIAL EXPANSION OF THE GREAT INTERIOR CITY  
OF THE COUNTRY; AND

THE FRIEND:

WHOSE GENEROUS QUALITIES HAVE ENDEARED HIS NAME TO LARGE NUMBERS, EVEN BEYOND  
THE LIMITS OF THE CITY, AND WHOSE DEMANDS UPON HIMSELF IN AIDING OTHERS  
AND WORTHY ENTERPRISES, ARE GREATER THAN HE EVER ASKED FOR,  
AND WHO NEVER FORFEITED A TRUST OR CONFIDENCE  
IN ALL OF HIS BUSY CAREER; AND  
WHOSE BUSINESS LIFE AND SOCIAL RELATIONSHIPS ARE A FAITHFUL REFLEX OF HIS EARNEST  
CONVICTIONS, AND AN EXAMPLE OF WIDE INFLUENCE  
IN THE COMMUNITY,

THESE PAGES,

AS A DESERVED TRIBUTE TO HIS PERSONAL WORTH AND PUBLIC SERVICES,  
ARE RESPECTFULLY DEDICATED BY

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**The Missouri Pacific Railway, Leased and Operated  
Lines, and the Texas and Pacific Railway.**

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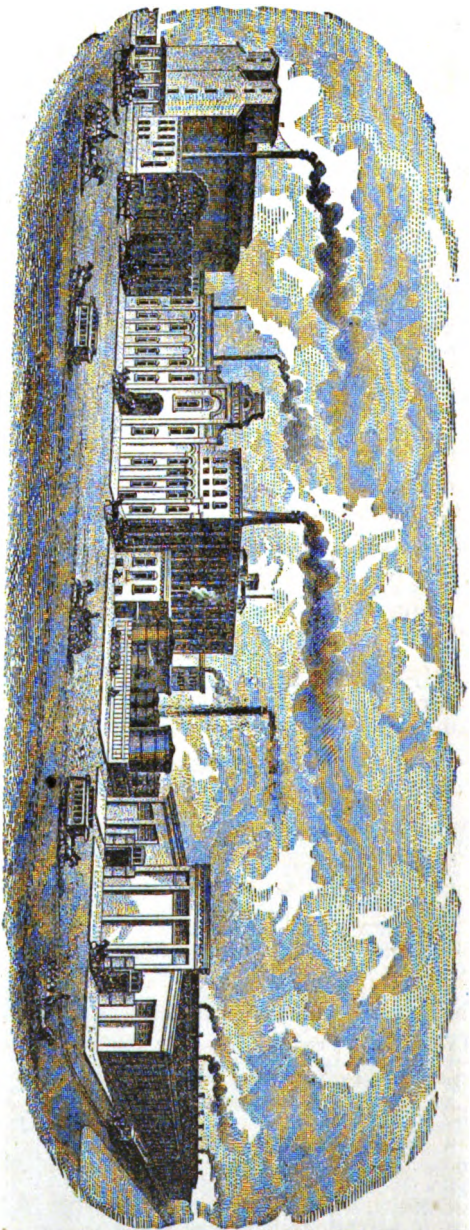
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# THE SOUTHWESTERN RAILWAY SYSTEM.

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Considerable attention has been directed during the past three years to the plans which were being perfected for rendering St. Louis the focal centre of an arterial railroad system which, for the comprehensiveness of its character and its general symmetry, cannot be paralleled in the railroad, and, it might be truly said, the civilized world. The corner stone, so to speak, of this edifice, on which is now rivetted the admiration of millions of intelligent people throughout the length and breath of the United States, was laid in the acquisition of the Missouri Pacific Railway, with its branches and extensions tapping the trade of Leavenworth, Atchison, St. Joseph, Lexington, and Boonville, equally with that of Kansas City. This was the foundation of a superstructure which has been erected with consummate skill and remarkable rapidity, and each story of which, as it has been firmly cemented into place, has elicited general admiration in consequence of its recognized adaptation to the general architectural design involved in the work. It required a master mind to draft the plans of this structure, which is alike wonderful for its substantial massiveness, and its comprehensive simplicity, and to calculate accurately the manner, in which each niche and balustrade should be made to harmonize with the copings and cornices, without postponing utility to mere outside show and ornamentation. That the design in itself was the creation of genius none will now deny. That in the elaboration of every minute detail, consummate skill and method have been exercised every person must now admit, who criticises carefully and impartially the whole edifice, and who observes how firmly the columns of the Missouri, Kansas and Texas Railroad are bedded on the solid foundations of the Missouri Pacific Railway, how above these rise in stately grandeur the porphyry pillars of the St. Louis, Iron Mountain and Southern Railway, supporting in turn the Texas and Pacific and the International and Great Northern Railway stories, each harmonizing accurately with that on which it rests. To this edifice the Galveston, Houston and Henderson Railroad forms an appropriate cornice, while a substantial extension is formed by the central branch of the Union Pacific Railroad. It is the object of this work to educate the people not merely of St. Louis, but of the whole country, to a realizing sense of the beauty and utility of this structure, which has been reared with so much careful thought on the west of the Mississippi River; to lay before them in minute detail the material out of which each succeeding story is constructed, and to show them what treasures of present wealth and future commer-



cial possibilities are stored away in the vaults of this mammoth building, ready to be brought forth to contribute the material prosperity and intellectual supremacy of the world-renowned Mississippi Valley, and it might be said to the general advancement of the world's people, when the combinations to these vaults have been learned by the leading spirits of an enterprising business community. The information, however, which will be furnished, as the foundations are carefully explored, and as the readers wander from basement to roof, and from room to room of this spacious edifice, is not intended solely for those who can congratulate themselves upon being citizens of this great republic; on the contrary, it is designed to reach many in other countries who are seeking new homes and new spheres of usefulness where, surrounded by a rich virgin soil, and breathing an atmosphere of freedom, they can by prudence and perseverance secure a competency for themselves and make a future provision for their families, untrammelled by the class legislation and the conventional usages of the old world. The subject is grand, but its very grandeur inspires the writer to portray its various features with the greatest accuracy, because he is firmly convinced that every argument brought forward, and every conclusion arrived at, must convince the reader that the destiny which has been foreshadowed for the city of St. Louis, as the "commercial metropolis of the Mississippi Valley," must in all human probability be soon consummated, and, that in the near future must be concentrated in the section of country for which this edifice has been erected, and which is directly tributary to St. Louis as the common business centre, the wealth, the intelligence, and the energy of this North American continent.

While, however, the special object of this book will be to enlighten its readers about the material condition and the physical resources of the country which is embraced in the "Southwestern Railway System," attention will be incidentally directed to the various problems of transportation, and more especially to the mutuality of interest which should always exist between railroad companies and the communities which they are designed to serve, and without which their success, as the pioneers of improvement and the missionaries of civilization, can not be thorough and complete. It will be demonstrated that not merely the social, but also the educational and moral welfare of a people are contingent on the commercial development and the financial prosperity of the various railroads which are candidates for their patronage, and that it is the bounden duty of all classes to co-operate with railroad companies and make them to fulfil their mission, instead of hampering them, as is too frequently the case with intemperate and unadvised legislation, and attempting to prescribe general rules for their guidance and government. Errors may be committed, and doubtless have frequently occurred in railroad management. Sometimes the duties which railroad companies owe to the public, from whom their franchises have been derived, are consistently and persistently ignored, but these errors should, as a rule, be palliated and overlooked in view of the superior advantages which a railroad ordinarily confers on any section of country and its inhabitants, and public

sympathy and good will should be arrayed on the side of those who take great business risks in opening up by the construction of railroads, new territory and in developing our national resources. Special allusion will be made to the various political and economical questions involved in the relations of the railroad companies and the public, because there are few if any sections of this country, except, perhaps, Iowa and Wisconsin, where there has been a graver misapprehension of relative duties and obligations, than in the Southwest. This misapprehension may, in the majority of instances, be credited to ignorance. All efforts, therefore, to remove that odious incubus must be serviceable by creating a healthy tone of public sentiment and contributing to the development, not to the dwarfing of what may be appropriately characterized as the dominant interest of this country. In addition, however, to demonstrating the intimate commercial relations which should exist between St. Louis and the vast area of country which is directly tributary to the "Southwestern Railway System," and combating the prejudices which result from ignorance about the true mission of railroads, this book will aim at giving a truthful and, it is to be hoped, an interesting description of the productive power, wealth and resources of the vast region — an empire in itself — traversed by the various lines of this system — a region which contains the greater portion of the country in the United States — now available for immigration, and an accurate knowledge of which, in so far as soil, climate, rainfall, water-power, minerals, cereals and other productions, can not fail to command the attention of those in the Eastern and Central States of this country, as well as in Europe, who are looking for new homes and more extended fields of labor. In this connection carefully prepared statistics will be introduced showing how the country west of the Mississippi River has been benefited, and how its material development has been stimulated by the construction of railroads; reference will also be made to the progress of various sections of country which enjoy adequate railroad facilities as compared with that of those which labor under the disadvantages of imperfect railroad transportation. From a careful study of these facts and figures, compiled in every instance from official sources, the reader will learn better than from any other possible source the magnitude of the benefits which are conferred on the country at large by those who risk their capital in railroad construction, in the development of new territory and the consequent utilization of those vast natural resources which render the United States an attractive home for persons of every creed, and of every divergent nationality.

While, however, the "Southwestern railroad system" commands attention from its comprehensive character and general symmetry, and while the traffic of this vast system, extending from the Mississippi River to the Rocky Mountains, and from Omaha to the Gulf of Mexico, must, under intelligent management, supplemented by the business ingenuity and energy of her merchants, naturally gravitate to St. Louis as the great commercial centre, the fact must not be ignored that the Mississippi River is destined to play an important part, and become a very appreciable factor in the permanent success of this system, because

through it an independence is guaranteed, which would not be otherwise attained. With nature as its permanent ally, the "Southwestern railroad system" becomes literally *imperium in imperio*, and its future cannot be jeopardized by contingencies to which other railroad properties are sometimes inconveniently subjected: hence, reference will be made at some length to the commercial advantages afforded by the Mississippi River, and to the improvements which are now being made under the the auspices of the general government. Allusion to this distinctive feature of the "Southwestern railroad system" is more appropriate in view of the fact that its principals and active managers are closely identified with the barge line between St. Louis and New Orleans, and that they evidently appreciate the influence which this water line must exercise, not merely in building up the commercial prosperity of St. Louis, but in promoting the material advancement and individual success of many millions of people.

The general scope and character of this work should be apparent from these introductory remarks, and the book, in accordance therewith, will contain the following subdivisions: —

*First.* A general description of the various railroads embraced in what is generally known as the "Southwestern railway system," and its intimate commercial relations with the city of St. Louis.

*Second.* A discussion of the questions involved in the so-called railroad problem, with the view of removing many misapprehensions about the relative status of railroad companies, and the public. In this connection reference will be made to the economic and developing influences of railways in creating centres of commercial power, as well as material wealth, in the country traversed by them.

*Third.* The productive power, growth and resources of the vast area of country tributary to the "Southwestern railway system."

*Fourth.* The direct influence of the Mississippi River in promoting the prosperity of the railway system, and of St. Louis, to which, as a great business centre, the traffic of that system should naturally converge.

As the book is illustrated with maps, the reader will find no difficulty in tracing out for himself the various lines of railway, and can draw his own conclusions therefrom as to the symmetrical character of the system and the influence which it must exercise on the present and future of St. Louis.

## PART FIRST.

**A GENERAL DESCRIPTION OF THE VARIOUS RAILROADS EMBRACED IN WHAT IS GENERALLY KNOWN AS THE "SOUTHWESTERN RAILWAY SYSTEM," AND ITS INTIMATE COMMERCIAL RELATIONS WITH THE CITY OF ST. LOUIS.**

The Missouri Pacific Railway is the germ, so to write, of the whole South Western Railway System. At the time of the purchase of the Missouri Pacific Railway by Mr. Gould and his associates, its main line extended from St. Louis to Kansas City, Leavenworth and Atchison, with branches to Booneville, Lexington, and Carondelet. The total mileage of road operated under the management of the company was then 440 miles. To-day, the Missouri Pacific Railway Company, by consolidation of various interests, owns the following road and branches:—

<i>Main Line</i> , St. Louis, Mo., to Omaha, Neb.....	496 miles.
<i>St. Joseph Branch</i> , Atchison, Kan., to St. Joseph, Mo.....	21 miles.
<i>Booneville Branch</i> , Booneville, Mo., to Versailles, Mo.....	44 miles.
<i>Lexington Branch</i> , Sedalia, Mo., to Lexington, Mo.....	55 miles.
<i>Carondelet Branch</i> , Kirkwood, Mo., to Carondelet, Mo.....	11 miles.
<i>Warsaw Division</i> , Sedalia, Mo., to Warsaw, Mo.....	42 miles.
<i>Lebanon Branch</i> , Jefferson City, Mo., to Cooper, Mo.....	40 miles.
<i>Kansas City and Eastern Division</i> , Kansas City, Mo., to Lexington, Mo.....	32 miles.
<i>Lexington and Southern Division</i> , Pleasant Hill, Mo., to Joplin, Mo.....	133 miles.
<i>Kansas City and</i> { Holden, Mo., to Leroy Junction, Kan.	115 miles.
<i>Arizona Div'n</i> , { Ossawatimie, Kan., to Ottawa, Kan..	20 miles.
<b>Total</b> .....	1009 miles.

Since December, 1880, the Missouri Pacific Railway Company has leased the Missouri, Kansas and Texas Railway, the net earnings of the leased road being paid to the lessors as rental.

This leased property, operated as the *Kansas and Texas Division*, embraces the following mileage:—

<i>Main Line</i> , Hannibal, Mo., to Denison, Texas.....	576 miles.
<i>Neosho Section</i> , Parsons, Kan., to Junction City, Kan.....	157 miles.
<i>Mineola Section</i> , Denison, Texas, to Mineola, Texas.....	108 miles.
<i>Fort Worth and</i> { Denison, Texas, to Taylor, Texas.....	267 miles.
<i>Waco Sect's</i> , { Whitesboro, Texas, to Gainesville, Texas.	15 miles.
<i>Dallas Extension</i> , Dallas, Texas, to Denton, Texas.....	37 miles.
<i>Jefferson Section</i> , Jefferson, Texas, to McKinney, Texas...	156 miles.

**Total**.....1311 miles.

The International and Great Northern Railroad of Texas was acquired by the Missouri, Kansas and Texas Railway Company of Missouri by an interchange of stock, in the ratio of one share of the former for two shares of the latter. The International and Great Northern Railroad is operated under two divisions, known as the "Gulf" and the "San Antonio" divisions, the mileage of which is as follows:—

**GULF DIVISION—**

<i>Main Line</i> , Longview to Houston.....	232 miles.
<i>Mineola Section</i> , Troupe to Mineola.....	44 miles.
<i>Huntsville Branch</i> , Phelps to Huntsville .....	8 miles.
<i>Henderson and Overton Branch</i> , Overton to Henderson....	16 miles.
<i>Columbia Section</i> , Houston to Columbia.....	50 miles.

**SAN ANTONIO DIVISION—**

Palestine to Laredo.....	415 miles.
<i>Georgetown Branch</i> , Round Rock to Georgetown.....	10 miles.

Total mileage International and Great Northern R. R...775 miles.

During the year 1881 the Missouri Pacific Railway Company became the owner of the St. Louis, Iron Mountain and Southern Railway, by an exchange of stock in the ratio of three shares of the former for four shares of the latter. The St. Louis, Iron Mountain and Southern Railway embraces the following divisions:—

<i>Main Line</i> , St. Louis to Texarkana.....	490 miles.
<i>Potosi Branch</i> , Mineral Point to Potosi.....	4 miles.
<i>Columbus Branch</i> , Bismarck to Columbus.....	121 miles.
<i>Cairo Branch</i> , Cairo to Poplar Bluff.....	74 miles.
<i>Crowley Bridge Branch</i> , Knobel to Forrest City .....	97 miles.
<i>Camden Branch</i> , Gendon to Camden.....	34 miles.

Total mileage St. Louis, Iron Mountain & So. R. W. ....820 miles.

The Texas and Pacific Railway is operated in connection with the St. Louis, Iron Mountain and Southern Railway, and embraces the following divisions:—

<b>EASTERN DIVISION</b> , <i>Main Line</i> , Texarkana to Forth Worth...	253 miles.
<i>Transcontinental Division</i> , junction to Forth Worth <i>via</i> Sherman.....	239 miles.
Marshall to Shreveport, La.....	40 miles.
<b>RIO GRANDE DIVISION</b> , Fort Worth to El Paso .....	616 miles.
<b>NEW ORLEANS DIVISION</b> , Shreveport to New Orleans.....	335 miles.

Total mileage of Texas Pacific Railway.....1,483 miles.

The Texas and Pacific Railway Company acquired possession of the line from Shreveport to New Orleans, by consolidation with the New Orleans Pacific Railway Company, and an exchange of the stock of the latter for that of the former company on equal terms.

The Galveston, Houston and Henderson Railroad, extending from Houston to Galveston, a distance of fifty miles, has recently been acquired by the parties who are interested in the Missouri, Kansas and Texas and the International and Great Northern Railroad Companies, and it is right to conclude that it will henceforth be operated under the same comprehensive management.

The Central Branch of the Union Pacific Railroad, although owned by the Union Pacific Railway Company, is operated by the Missouri Pacific Railway Company, which accounts to the Union Pacific Company for the earnings. The Central Branch, Union Pacific Railroad, embraces the following divisions: —

<i>Main Line</i> , Atchison, Kan., to Lenora, Kan.....	298 miles.
<i>Washington Branch</i> , Greenleaf, Kan., to Washington, Kan...	7 miles.
<i>Republican Valley Branch</i> , Tuma, Kan., to Warwick, Kan...	31 miles.
<i>Jewell Branch</i> , Jamestown, Kan., to Burr Oak, Kan.....	33 miles.
<i>South Solomon Branch</i> , Downs, Kan., to Bull City, Kan.....	24 miles.

Total mileage, Central Branch Union Pacific Railroad.....388 miles.

#### GENERAL SUMMARY.

MISSOURI PACIFIC RAILWAY AND BRANCHES.....	1,009 miles.
MISSOURI, KANSAS AND TEXAS DIVISION .....	1,311 miles.
INTERNATIONAL AND GREAT NORTHERN DIVISION.....	775 miles.
ST. LOUIS, IRON MOUNTAIN AND SOUTHERN RAILWAY DIVISION.....	820 miles.
TEXAS PACIFIC RAILWAY.....	1,483 miles.
GALVESTON, HOUSTON AND HENDERSON RAILROAD.....	50 miles.
CENTRAL BRANCH UNION PACIFIC RAILROAD DIVISION.....	388 miles.

TOTAL NO. OF MILES OF ROAD UNDER ONE MANAGEMENT ...5,836 miles.

It may be noted that various additional lateral branches and feeders to the St. Louis, Iron Mountain and Southern Railway are now in course of construction, more especially one, which will connect at Alexandria with the New Orleans division of the Texas and Pacific Railway, and will furnish a direct line between St. Louis and New Orleans on the west side of the Mississippi River. When these branches are completed, the Southwestern railway system will embrace between six and seven thousand miles of railroad, all admirably located for controlling and creating business, and all operated in the interest of St. Louis and its various commercial and manufacturing industries. This system, embracing already nearly six per cent of the railroad mileage of the whole United States, and which, in many important respects, is more potential than any other railroad combination in this country, — except, perhaps, that of the Pennsylvania Railroad Company, — has been brought into existence within the past three years; it is as yet in comparative infancy, and its earning abilities are only partially developed; hence it is difficult to forecast with any accuracy its possible future as a factor in stimulating the nation's growth, but it is certain that if the present efficient and conservative management is continued, the "Southwestern railway system"

must contribute largely to concentrating the wealth, the power, and the influence of this republic in the valley of the Mississippi, and more especially in the Trans-Mississippi States of which the city of St. Louis is the recognized commercial metropolis. The reader must, however, carefully bear in mind that the utility of a railway is not circumscribed by the limits of the territory in which it is located; hence in an intelligent consideration of the commercial value of any individual railroad project or any combination of interests such as is presented in the "Southwestern railway system," due regard must be paid to its immediate business connections or traffic alliances. This point should never be lost sight of, because it exercises as much influence on the future of any railroad property as the resources locally of any section through which a line may run. Reference to the map will demonstrate very clearly the truth of our position, that the "Southwestern railway system" with its various outlets on the Mississippi River, more especially at St. Louis, is literally an "imperium in imperio;" but while it controls the bulk of the trade of Missouri, Arkansas and Texas, also in a relative degree that of Louisiana, Kansas and southern Nebraska, through its own lines, it secures by its connections with the Union and Southern Pacific Railroads a representation in the carrying trade of the States and Territories, reaching beyond the Rocky Mountains and the Sierras to the Pacific Ocean, it is enabled to render the traffic of central and southern Kansas, equally with that of Colorado, Wyoming, Utah, Arizona, New Mexico, Nevada and California, tributary to St. Louis. On this basis of calculation it is safe to state that the "Southwestern railway system" opens up to the enterprise of the merchants and capitalists of St. Louis, the trade and traffic of more than twelve thousand miles of railroad, all admirably located for developing a comparatively new country whose agricultural, pastoral and mineral resources cannot be surpassed even if they are equalled in either hemisphere. It cannot be presumed that the advantages thus brought within their reach will be ignored by the merchants of St. Louis, and it is believed that they will heartily co-operate with those who, by the construction of railroads and the formation of a system such as is now described, have manifested their firm and abiding faith in the future of the Southwest and in the commercial supremacy of that city to which the various lines of this system converge as to a common business centre. But in this co-operation there must be a union of forces, and commercial success must not be jeopardized by those individual jealousies and positive prejudices which, in too many cases, block the wheels of progress in any business community. Has not the commercial growth of St. Louis, notwithstanding its superior natural advantages, been sensibly retarded in the past by an unfortunate want of harmony among those who should have made sacrifices for the general good of the city with which they were so closely identified? Have not other cities made more rapid strides towards commercial supremacy in the West during the past decade than St. Louis, not because they had more available capital wherewith to control trade; not because they were supported by a railway system superior to that of which St. Louis may be justly proud; not because their business men and capitalists were en-

dowed with more intelligence and tact than those who operate in this city and make St. Louis their home, but because in those other cities there has been more cohesion, more appreciation of the old adage about union and strength, and a more studied desire to postpone self to the general welfare of the whole business community. Special reference is made to this point in advance of extended remarks upon the intimate commercial relations between St. Louis and this truly great railway system in the southwest; because this system can never thoroughly perform its true mission unless the people whom it is designed to serve, and especially the citizens of St. Louis, labor individually and collectively, not by fits and starts, but persistently, to utilize in every conceivable manner the superior commercial advantages now brought in their reach, and which supplement so happily the previous work of nature.

That the commercial relations of St. Louis are very intimate with the "Southwestern Railway System," as above described, none will deny who studies even cursorily the annual reports published under the auspices of the Merchants' Exchange of that city, and which demonstrates that year by year St. Louis is becoming more and more the manufactory and machine shop of the Mississippi Valley, and not merely its emporium and metropolis. This fact of itself may be regarded as one of the brightest auguries of permanent prosperity and growth, because if with the increase of trade and traders, the industrial arts and artisans are also multiplied, the mutual dependence of the two classes goes far towards placing business upon a stable foundation; and, as each mile of new railroad which is constructed in the country tributary to St. Louis, cheapens and facilitates transportation on some raw material which can be worked up by the hand of art into some article of daily use, so animation is given to business, and the general market becomes more brisk and extensive, while the means of supply increase, and superior men are attracted to this city as their future home. It may further be taken as an axiom, that in proportion as the diversity, the quality, the quantity, and the cheapness of surplus productions is increased, and it must be increased through the instrumentality of such an extended railway system as the Southwestern, intercourse with other States and people will not merely be invited but will be secured and extended.

And first it may be remarked: that the section of country traversed by the "Southwestern Railway System" supplies more than seventy-two per cent of all the winter wheat which is marketed at St. Louis, and of the aggregate supply fully fifty per cent is transported over the railways embraced in that system. St. Louis perhaps has derived more of its commercial prominence in the general markets of this country and of the world, from dealings in and the manufacture of this winter wheat into flour, than from any other source. The winter wheat belt extends from a line running east and west on a line with the northern boundary of the State of Missouri, extending southward as far as wheat is grown. The principal supply is from the west of the Mississippi River, from the States of Missouri and Kansas and the southern tier of counties of Nebraska. St. Louis may be regarded as the centre of the winter wheat belt, and circumstances



other than those of its geographical position tend to make it the principal market for winter wheat. As it is the only large city in the heart of the winter wheat belt, it has naturally become the market for this kind of wheat, and is now the largest manufacturer of flour in the United States, the products in 1880 having been 2,077,625 barrels, and, although by what is termed the "new process," spring wheat flour sometimes runs as high now as that made of winter wheat. Still, St. Louis flour has not merely a sectional, but a world-wide reputation, hence a large proportion of the winter wheat crop continues to be demanded for milling purposes; but of late there has been developed a heavy demand for shipment of winter wheat. Each year the production of winter wheat in the section of country traversed by the "Southwestern Railway System" must show a large increase in consequence of the additional transportation facilities which are furnished, and the numerous branch lines or feeders which are being constructed, and which open up a new country, available in every respect for cereal production. It is difficult to predict the future of St. Louis as a market for winter wheat when the whole Western country available for its growth is brought under cultivation and rendered accessible to a market; but when we recollect that a little more than three-quarters of a century ago there were only three mills in the then county of St. Louis which were propelled by other than horse-power, and that to-day St. Louis is the principal flour producing city of the Union, with a capacity of between 11,000 and 12,000 barrels within twenty-four hours, and with mills which are representative in their character as embodying all the latest improvements of art and science, it can readily be understood that the progress of this special industry and distinctive branch of commerce, must advance "*pari passu*," with the settlement of the country lying south and west of St. Louis, under the auspices of an enlightened management and policy with reference to transportation and immigration. St. Louis has suffered during the past two years the loss by fire of two of its largest, and what may have been considered representative, flouring establishments; but one notably the largest in the city, is now rising Phoenix-like from its ashes, and will soon distribute to the world's markets, "Bain's Choice," "Defiance," "Equator," "White Frost," "Tropical," "Champion," and other brands which are equally popular in the markets of South America and Europe. It might be noted here that much of the success which has attended the flouring interests of St. Louis during the past decade may be attributed to the fact and energy of Mr. George Bain, President of the Millers' National Association, who has also occupied important executive offices in connection with the Merchants' Exchange and the Board of Trade in St. Louis. The fame, however, of the city as a winter wheat market, and the centre of the milling interest, is happily not dependent on the exertions of a single individual. The names of *Stanard*, *Smith* and *Kehler*, in connection with wheat and flour, have gained not merely a continental, but it might be truly said a world-wide reputation, while their compeers, *Plant* and *Goddard* have been none the less industrious in popularizing the flour product of St. Louis in Boston, and in all the New England States

The winter wheat, however, which is transported over the various lines of the "Southwestern Railway System," and through which such intimate business relations are established between the city of St. Louis and the surrounding country, especially that lying immediately west of it, has induced the establishment of other industries than those of milling. Allusion is made to the bakeries, in which the rich cereals of the Rocky Mountain empire are converted into the finest bread and the most palatable crackers, with which to feed the world's people. Among the establishments of this character which have sprung up in St. Louis, responsive to the increased demand for their products, none perhaps has acquired a more enviable reputation than that of Dozier-Weyl Cracker Company, which furnishes every year of its existence (now more than forty) additional proof of the progressive energy and indomitable perseverance of its proprietors. Here all the latest improvements in cracker-making machinery have been introduced; and to-day, with its ten large revolving reel ovens, and other important adjuncts, the Dozier-Weyl Cracker Company can bake up over 1,400 barrels of flour into crackers daily, which are distributed from St. Paul to the Gulf of Mexico, and from Indiana to the Pacific coast. The magnitude of this business — all of which is directly dependent for its supplies and for the distribution of the manufactured article on the railroads which converge to the city of St. Louis as a focal centre, and more particularly on the railroads embraced in the "Southwestern Railway System" — may be inferred from the fact that their's is the *largest cracker factory in the United States*, if not in the world, and of them St. Louis may well be proud.

Allusion has been made above to the fact that there was gradually growing up an increased demand for winter wheat for shipment. The storage of this wheat and of corn has necessitated the erection of elevators, and year by year additions are made to the number and capacity of these necessary adjuncts to a large and profitable grain trade. The number of these elevators and their capacity is herewith given: —

	BUSHELS.	SACKS.
St. Louis Elevator. Capacity for bulk grain.....	2,000,000	200,000
East St. Louis Elevator. " " " " . . . . .	1,000,000	165,000
Venice Elevator. " " " " . . . . .	600,000	.....
St. Louis Warehouse. " " " " . . . . .	200,000	.....
Central Elevator A. " " " " . . . . .	700,000	.....
Central Elevator B. " " " " . . . . .	900,000	.....
Advance Elevator. " " " " . . . . .	1,500,000	50,000
Union Elevator. " " " " . . . . .	1,500,000	.....
Northern Elevator. " " " " . . . . .	750,000	.....
Central Elevator C. " " " " . . . . .	800,000	.....
Union Depot Elevator. " " " " . . . . .	500,000	.....
Total Elevator capacity.....	10,450,000	415,000

The three first mentioned of these elevators are owned by the St. Louis Grain Elevator Company, and the admirable manner in which their business is

and has been methodized contributes in a marked degree to building up St. Louis as one of the principal grain markets of the country, and to strengthening the railroad companies of St. Louis in their efforts to make this city the centre of all their business operations. When it is considered that the financial success of any railroad company hinges on its ability to keep the wheels moving and to accommodate its patrons with cars, without much delay in the service; also, that the St. Louis Grain Elevator Company alone can unload between 250 and 300 cars daily, representing between 85,000 and 90,000 bushels of grain, it can readily be understood what an important part the elevators play in enabling the railroads to cement most firmly the commercial relations which are created by the wheat and other cereals business with the western and southwestern country which is tributary to St. Louis. Reference might be appropriately made, in this connection, to the far-seeing, public-spirited men, who, like *John Jackson*, *Chas. Orthwine*, *N. G. Lurimore*, *Web. M. Samuels*, and *Mr. R. S. McCormick*, have been mainly instrumental in bringing the elevator system of St. Louis up to its present high standard of excellence. It is sufficient to say that what they have done has been well done, and that their active and energetic methods of business have not merely enhanced the commercial importance of the city with which they are so closely identified, but have created in the minds of shippers and dealers an esteem and confidence which must be of incalculable value in perpetuating the hold of St. Louis on this special department of traffic.

If, however, the railroads centring in St. Louis, and more particularly those which are identified with the "Southwestern Railway System," have been instrumental in building up the *winter wheat and general grain trade* of the city and thereby establishing intimate commercial relations with the section of country west of the Mississippi River, they have been more successful in building up a *cotton market* and in creating at an interior city a business whose present proportions, if they had been predicted ten years ago, would have been deemed visionary and impracticable. Considering the fact that fully forty-eight per cent of the cotton marketed in St. Louis comes from the State of Arkansas, and more than forty-two per cent from the State of Texas, it is self-evident that the railroads of the southwestern system must, in advancing their own interests, help to establish the most intimate commercial relations between this city and that section of the southwest in which their lines are located. In many respects, perhaps, the cotton trade is more valuable directly and indirectly to the commerce of St. Louis than any other industry in which the capital of its merchants and brokers is invested, because the cotton producer generally purchases his supplies in the same place where he markets his crop; hence a double freight is in almost every instance secured for the railway company at highly remunerative rates, while the merchant receives actual profit or commission on the sales of cotton and the supplies purchased. It may be claimed that the cotton trade of St. Louis could not have attained its present proportions without the railroads. On the other hand it may be argued, and with some show of plausibility, that without the cotton trade of St. Louis, many railroads which are now flourishing

financially could hardly exist. The mutual dependence of each on the other is clearly proclaimed by these distinctive arguments. They demonstrate very clearly what was enunciated as the thesis of our first proposition, viz.: the in-



NEW COTTON EXCHANGE AT ST. LOUIS.

timinate commercial relations existing between the railways of the southwest and the merchants of St. Louis. This city may be considered by many to labor under serious disadvantages in endeavoring to establish an interior cotton market, but the success which has been already attained can never be lost so long

as such an important factor in the revenue of the railroads can be found in the transportation of cotton, and so long as it is against their interest to have the traffic diverted into other channels. It might be added, however, that the prestige which St. Louis has obtained as a market for cotton, will never pass away if the transportation facilities in the future are continued as in the past, and if the conveniences for warehousing and handling are as attractive as heretofore. The advantages of St. Louis as a cotton market may be summarized as follows:—

- (1.) St. Louis is in a direct line from Texas and Arkansas to the East.
- (2.) Country merchants control the cotton, and they save exchange by shipping to the place where they buy.
- (3.) St. Louis is the best point from which planters and merchants can draw their supplies.
- (4.) St. Louis is above the yellow fever line and the trade can be conducted the year round.
- (5.) The warehouse system of St. Louis enables the cotton factors to handle the staple more cheaply than in other markets.
- (6.) St. Louis has superior railroad facilities.

It required considerable courage and strong convictions on the part of the far-seeing few, to hazard in 1871, and three succeeding years, when the receipts of cotton at St. Louis did not exceed, on an average, 60,000 bales per annum, the prediction that St. Louis could be made a great cotton market, and to evidence their faith by their works through the investment of a large capital in the terminal and handling facilities, which were correctly believed to be absolutely necessary for the diversion of the cotton trade into new channels; but this courage and enterprising faith has been more than compensated: those who exercised it can point with commendable pride to the annual increase in receipts as given below, and they can be assured that when the central branches and feeders of the "Southwestern Railway System" are completed, and the States of Arkansas and Texas settled up with a horde of active immigrants, the present annual receipts will, in all human probability, be more than doubled; meanwhile, in the future, as in the past, the cotton factors must continue to be collaborators with the railway interests in advancing a common cause, and they must utilize in the most advantageous manner all their opportunities.

RECEIPTS OF COTTON AT ST. LOUIS FOR EIGHT YEARS, ENDING AUGUST 31, 1880.

Year ending August 31, 1873.....	60,000 bales.
Year ending August 31, 1874.....	103,000 bales.
Year ending August 31, 1875.....	134,000 bales.
Year ending August 31, 1876.....	245,000 bales.
Year ending August 31, 1877.....	219,000 bales.
Year ending August 31, 1878.....	346,000 bales.
Year ending August 31, 1879.....	330,000 bales.
Year ending August 31, 1880.....	480,000 bales.

During the current cotton year, the country from which St. Louis draws its supplies has suffered, more, perhaps, than any other portion of the cotton region from a disastrous drought, hence the total receipts for year ending August 31, 1882, may fall 100,000 bales short of the receipts in 1879, 1880, but only about 20,000 bales short of the receipts ending August 31, 1881. It was estimated that for the year ending August 31, 1882, there were about 1,200,000 bales of cotton produced less than there were in the previous year; still, on the 28th April, 1882, when the relative and comparative shortage of the various cotton markets in the country was carefully estimated, it was ascertained that, while New Orleans showed a shortage of 360,000 bales, Savannah of 125,000 bales, Norfolk of 75,000 bales, Memphis of 115,000 bales, Houston of 220,000 bales, and Galveston of 200,000 bales, St. Louis receipts were only short, in comparison with the previous year, 6,000 bales. This is a highly favorable showing, and the figures demonstrate very clearly the firm hold which St. Louis has obtained on the cotton trade of the South and Southwest. In alluding above to the completion of lateral branches and feeders of the Southwestern Railway System, reference is specially made to what is known as the "Crowley Ridge Branch of the St. Louis, Iron Mountain and Southern Railway; that branch is now completed, and trains are running from Knobel to Forrest City, and is already handling a remunerative business; but when it is constructed to its southern terminus in the southeast corner of Ashley County, on the State line of Louisiana, a further distance of about one hundred and fifty-three miles, it will open up to the trade of St. Louis a cotton-growing region which can with difficulty be equalled, the products of which have heretofore, in consequence of inadequate railroad facilities, been tributary to other markets than St. Louis. Experts estimate, that with these additional railroad facilities, the receipts of cotton from the State of Arkansas will be increased fully one hundred per cent, and that they will amount to fully 500,000 bales annually. Again, it must be remembered, that considerable attention is now being paid to the growth of cotton in southwest Missouri; also that the product of Texas, with its 175,000,000 acres of cotton-producing land, must, under the influence of a large foreign immigration, show a healthy annual increase, hence, it is not visionary to predict that within the next few years the sales of cotton at St. Louis may amount to fully 1,000,000 bales. Let the merchants of St. Louis, and the managers of the "Southwestern Railway System" carefully bear in mind, however, that in developing the cotton trade of St. Louis they really are partners in a mutual benefit association, and they must co-operate if they want to perpetuate their present prestige. While the railway company invests its capital to furnish transportation and to open up new country, the merchants interested in the cotton trade provide the funds which enable the cotton planter to market his crop and give freight to the railway. If the railway builder takes a certain risk in the construction of his railway, and trusts to the future for a return on his investment, the merchant takes an equal, and in some instances, perhaps, a greater risk by making advances on a growing crop of cotton. The above remarks are spe-



cially pertinent to the intimate commercial relations between the city of St. Louis and the Southwestern Railway System.

Allusion has been incidentally made above to the superior facilities for warehousing and handling cotton at St. Louis, which have been very instrumental in building up the trade at this point. In less than three years the cotton men have manifested their prescience and their enterprise by spending more than \$1,250,000 in the erection of cotton compresses and warehouses, so that to-day 5,500 bales of cotton can be compressed daily, if necessary, or 1,650,000 bales per annum. It is almost needless to say that the same enterprise which has supplied the present facilities for handling cotton will not be backward in increasing the capacity for compressing, in the event of the yearly receipts being augmented, as is more than probable, in the near future, to 2,000,000 bale annually. The St. Louis Cotton Compress Company, with its paid-up capital stock of \$1,000,000, all of which is held in St. Louis and is never peddled on the streets, has been the most influential agent in providing these terminal and handling facilities, which attract so much deserved admiration, and which are the largest perhaps of their kind in the world. The warehouses A. and B., situated on Main Street and the levee, occupy a space of 5 entire blocks, with a total frontage of 1,748 feet, and covering 15 acres of ground. The two stories therefore furnish 30 acres of floor surface. The receiving and shipping facilities are positively perfect, and while 60 cars of the St. Louis Iron Mountain and Southern Railway are being unloaded on the Main Street side of the warehouse, a similar number of cars for the East can be loaded on the levee side and can be hauled away immediately after loading, to the various railway lines, which all have connection with the warehouses. At these warehouses A. and B., the St. Louis Cotton Compress Company has four powerful Taylor presses in operation, with a capacity for compressing 2,800 or 3,000 bales daily. These presses combine both steam and hydraulic power, and compress a bale of cotton to a density of eight or nine inches, so that 25,000 pounds can be loaded in an ordinary freight car. Warehouse C. is located on the line of the Missouri Pacific Railway, just west of Grand Avenue. The company own here thirty-seven and one-half acres of ground, and the warehouse, which fronts 600 feet on the railway, with a depth of 400 feet, covering a space of about six acres, was specially put up for the purpose of handling the cotton which came in by the Missouri Pacific and the Missouri, Kansas and Texas Railroads. The storage capacity of warehouse C. is about 60,000 bales, and the company has placed therein a 90-inch cylinder Morse press, which is claimed to be the largest and most powerful press ever built. It can compress with ease 800 bales of cotton daily, and the amount of pressure used reduces a cotton bale to about nine inches in density, so that between 50 and 60 bales can be loaded to the car. It may be truly said of the works of the St. Louis Cotton Compress Company, that they form in themselves a miniature world in which the triumph of mind over matter, and the advantages of method and discipline, are most signally displayed.

The Factors' and Brokers' Cotton Compress Warehouse and the Peper Cotton

Press also contribute to the facilities for storing and compressing cotton at St. Louis, each having a storage capacity of 25,000 bales; and the former being able to compress 1,000 bales daily, while the latter can perform similar service for 1,500 bales. In the first named establishment cotton can be compressed so as to admit the loading of 65 bales to the car; in the last mentioned, the hydraulic presses, which are the invention of Mr. E. D. Meier, have a maximum pressure of 5,000,000 pounds, or 2,500 net tons, on the bale.

The above facts in reference to the handling and terminal facilities for cotton at St. Louis are given with the view of demonstrating, that so long as their superior economy is maintained, — and it is claimed that by their use the shipper saves at least 40 cents per bale, — St. Louis cannot possibly retrograde from her present proud position as a cotton market, and it may be truly said that these superior establishments, with their constantly progressive management, contribute, equally with the railways comprised in the "Southwestern Railway System," to perpetuating intimate commercial relations with that section of country, which through the instrumentality of that system are geographically tributary to St. Louis.

Although, however, all the facts above given, in addition to the permanent residence in St. Louis, during the past few years, of buyers for many prominent Eastern mills and European establishments, may furnish ample and satisfactory proof of the enduring character of the cotton market at St. Louis, still manufacturing must eventually occupy the foremost position, and be the most influential agent in perpetuating the cotton trade. If attention were directed not merely to the sale and handling of cotton at St. Louis, but to its manufacture, the commercial relation between St. Louis and the country which is geographically tributary to it, and which is tapped at almost every point by one or more of the railways embraced in the Southwestern system, would naturally become far more intimate than now. Enterprise and capital should be enlisted in furtherance of this idea, and if they are it may be predicted that within a few years along the Meramec River, there will be establishments for the manufacture of domestics and other goods, which in the quality of their products, their machinery and other appointments, will compare more than favorably with those which have made New England the Manchester of America. The opinions expressed here about the advisability of directing attention to manufacturing correspond entirely with sentiments of ex-Governor R. B. Hubbard, who in speaking at the opening of the new Cotton Exchange at St. Louis, made the following pertinent remarks: "It is time that you should become manufacturers of cotton goods, as well as shippers of cotton. Why should not the time come when the city of St. Louis, by a system of locks and dams on her great river, similar to those at Augusta, Georgia, can produce water-power enough to move as many mills as Lowell and Manchester? or if not that, she can have an unlimited amount of steam-power rendered cheap by her juxtaposition to coal fields and the cheapness of her labor. Therefore, fellow-citizens, let me conjure you to look well to your manufacturing enterprises. Why should Texas and the



Southwest be everlastingly hewers of wood and drawers of water to the Manchesters and Lowells of the old world or the new? There are two millions of people in Texas who wear the products of cotton mills spinning our cotton a thousand miles from home! This should not be—it must not be.” Again: “Out of the five or seven millions Texas annually pays to the rich and pampered manufacturer now fostered for half a century by high protective tariffs, she could build cotton and woollen mills, and tanneries and manufactories of wood sufficient for our supply, and to ship the surplus abroad. The demand for our manufactured goods will not be diminished, only the locality of the manufacturer will be changed to Texas and the South, and those of you on the border whose people and ours are of kindred blood, and *united by the ties of commerce for many years of a glorious past.*”

But it is not merely through the traffic and trade in *wheat or other cereals* and *cotton* that intimate commercial relations are engendered between the city of St. Louis and the section of country tributary to the “Southwestern Railway System,” there are other branches of commerce almost equal in importance, which tend to bring the merchants of this city and the people of the West more closely together and practically unify them; among them may be mentioned *the trade in live stock*, which is annually assuming larger and more influential proportions and which, in view of the unequalled stock-yard accommodations furnished at St. Louis and East St. Louis, must popularize this market with all shippers.

It is found that out of the total receipts of cattle at St. Louis, fully forty-three per cent are delivered by railway embraced in the “Southwestern Railway System;” similarly fully thirty per cent of the total number of hogs delivered at St. Louis may be credited to this combination of railways, and thirty-three per cent of the aggregate sheep shipments. These percentages may be considered large in view of the fact that for many years the vast herds of stock raised on the great ranges of Kansas, Indian Territory, Texas, New Mexico and Colorado, passed, as it were, the doors of St. Louis, and found a market in Chicago, and that it is only within the past decade that this city has arrogated to itself the right to be considered, not merely an *entrepot* for wheat and cotton, but a stock market second to none perhaps in the United States, insofar as terminal and handling facilities are concerned. This position was secured by the erection, at great expense in 1871, of the “National Stock Yards,” hereinafter more fully described, and although there was some friction at first in the operation of these yards, and in the establishment of the principle that St. Louis and the St. Louis railways were entitled to their fair representation in the general cattle business of the United States. Still for the past five years everything has worked harmoniously, and the results prove incontestably the wisdom of those who, by a liberal expenditure of capital, provided liberal accommodations for a present and prospective traffic, thereby cementing more firmly than ever before the intimate commercial relations which should exist between St. Louis and the frontier line of the Rocky Mountains and the Rio

Grande, from which the stock supplies are drawn. The fact cannot be ignored that the city of St. Louis should, from its proximity to the great plains of North America, the plains which nature and the Western tide of civilization have combined to fix upon as the grazing section of a continent, become the superior stock market of America, and the most central and universal of all; especially, as by the utilization of the Southwestern Railway System, it enhances the value of its natural geographical advantages every year as it rolls around, furnishes additional proof that the expectations under which a company was formed to build these magnificent stock-yards will be abundantly realized, and that they will more than accomplish the purpose for which they were originally erected. It may be interesting and instructive to many readers, especially to those who study this book with the view of settling permanently in the section of country tributary to the "Southwestern Railway System" to know the conveniences which are furnished by the St. Louis National Stock-yards, because they may, in the course of time, become personally, cattle breeders and shippers. The property of the company which owns the National Stock-yards comprises 650 acres at East St. Louis, which is now valued, exclusive of improvements, at \$400,000. Work was commenced in May, 1871—lumber and stone were contracted for, and 100 acres were laid out for enclosure in yards—the form of the enclosure being rectangular, nearly square, laid off by avenues intersecting each other at right angles, Four of these avenues run entirely through the interior from east to west, and one intersects them at the center, running north and south. Each yard faces the avenue and presents the appearance of an oblong enclosure surrounded on three sides by an open shed. All the yard floors are well paved, each has its tank of abundant and fresh water, while the sheds for the stock are admirably ventilated and drained. The arrangements for shipping and receiving stock are most commodious, and seventy cars can be loaded and unloaded contemporaneously. The capacity of these yards is 12,000 cattle, 25,000 hogs, 7,600 sheep, 250 horses and 500 mules. About two-thirds of the capacity of the cattle yards are devoted to cattle pens, but the arrangements for hogs are on a scale commensurate with the business, which is not, as heretofore, spasmodic, but continues throughout the whole year, as the operations of the packers are now carried on as successfully in the summer as in the winter months. The hog house is one thousand, one hundred and twenty-two feet in length, by one hundred feet in width, and is divided into one hundred and twelve yards. It is stated that this is a larger area than is covered by any other single roof in the State. Cribs and bins capable of holding 10,000 bushels of shelled corn are provided in the building, with conveniences for distributing to the animals. The sheep house is five hundred and seventy-two feet in length, by one hundred feet in width, and has an extensive yard for exercise, in front. Opposite the Exchange building and across the avenue are two hay barns, each one hundred and sixty-four feet by forty-four feet, with horse sheds on the north and sheds and scales on the south; they form a hollow square, extending from avenue to avenue. The company's stables are on the right of the Exchange

separated by an avenue, and the building is two hundred and eighty-five feet, by eighty-seven feet. A noticeable feature of these stock yards is the admirable drainage which comprises more than ten miles of sewers, every pen and avenue being drained into the river, which is fully a mile and a half distant. About one-third of the yard is substantially paved with Belgian pavement, square blocks of limestone set on end and firmly bedded in sand. The avenues are floored with heavy planks. The following list of materials gives some approximate idea of the expenditures on the construction of what may be considered the best built stock-yards in the United States: 10,000,000 feet of lumber, 100,000 yards of paving stone and 100,000 yards of superior rubble masonry.

In addition to the yards, but in close proximity to them there is a free exchange for facilitating the transactions of live stock dealers. This building is of brick, three stories in height, one hundred and sixty-five feet in length by forty-four feet in width. Besides the Exchange proper, which is on the first floor, there are fourteen offices in the building occupied by live stock commission merchants, and a bank, whose daily transactions are naturally very large, for the further convenience of the dealers in and shippers of live stock. A fine hotel called the "Allerton House" was erected near the southeast corner of the cattle pens. It is two hundred and fifty feet in length by one hundred and thirty-nine feet in breadth, and is replete with every convenience for the comfort of the guests, and for the expeditious transaction of business, there being telegraph communications with the Exchange and with all the various lines of railways. The development of the live stock business at St. Louis has been very rapid during the past year, but those who are firm believers in the future destiny of this city claim that this business is as yet in its infancy and that situated as St. Louis is, in the heart of the most fertile valley in the world, with navigable rivers and trunk lines of railway reaching north, east, south, and west, and furnishing every facility for transportation, it must from its proximity to the source of supply, ultimately control the live stock market of America. These hopes for the future may be somewhat exaggerated, but the reasoning on which they are based, is, to say the least, plausible and it is safe to say, as the country to which the Southwestern Railway System furnishes transportation facilities is settled up the live stock business must increase. When it is considered that the export trade of the State of Texas in beeves alone amounted in 1881, to more than 800,000 head and that there are millions of acres in that State available for stock raising still comparatively unoccupied, but all of which are directly tributary to the "Southwestern Railway System," the business ally of St. Louis, it can readily be understood, how in the course of time the live stock business may become as firm a bond of commercial union as the wheat or cotton trade.

In addition to the St. Louis National Stock Yards which are located, as previously stated, at East St. Louis, on the east side of the Mississippi River, there are the Union Stock Yards, located at North St. Louis, and accessible over the levee line of the Missouri Pacific Railway. These last named yards transact a

remunerative business, but by no means as large as that of the stock yards above described.

The establishment of the National Stock Yards has naturally created other industries dependent on the supplies of live stock, and among these none, perhaps, is more deserving of notice than the work in which the St. Louis Beef Canning Company is engaged. This company owns extensive premises both in St. Louis and East St. Louis, more perfect perhaps in their design, scope, and general arrangement than any ever erected in this or any other country, and the magnitude of its operations may be inferred from the fact that at the East St. Louis establishment 800 men are employed, and 1,000 head of cattle can be slaughtered daily, while at St. Louis there is a working force of more than 400 men on the pay roll, and 330 head of cattle can be cooked daily. In addition this company keeps a constant supply of fresh and pickled beef for the benefit of the middle and working classes, and generally for the city trade. Much might be appropriately written about this company, whose products have become, so to write, a household word, not merely in the Southwest but generally, throughout the United States, and the whole civilized world, but space will not permit; suffice it is to say that every can of beef or other delicacy manufactured under the auspices of the St. Louis Beef Canning Company which finds its way to the Southwest over the lines of this railway system, advertises the trade and commerce of St. Louis, brings the city nearer in thought to those who live many hundreds of miles away, and plays its part in establishing commercial relations, which it is to be sincerely hoped will be permanent in their character and beneficial in their effects. St. Louis, in addition to being an important market for live stock of every description, has for many years enjoyed a high reputation in what is generally known as the provision trade, and it has been a staunch competitor of Chicago and Cincinnati in packing hogs, and in the manufacture of lard. The sugar-cured hams put up in St. Louis have not merely a local, but a national reputation, and the sides, ribs, and shoulders find a ready market in the West and South. Here again the lines of the "Southwestern Railway System" are found contributing in a marked manner to the permanency of intimate commercial relations with the South and West. They transport to St. Louis, as has been above stated, about thirty per cent of the hogs marketed in this city statistics show that they also distribute through the section of country geographically tributary to St. Louis fully forty-two per cent of the manufactured hog product. No comment is necessary on such a condition of trade, but the statistics demonstrate very clearly the fact that merchants or manufacturers and railway companies are mutually dependent and that the financial success of one is contingent on the prosperity of the other. Their interests are so closely interlocked and interwoven that they cannot be disintegrated without effectually blocking the wheels of progress and retarding the onward march of general improvement. Neither should it be forgotten that the live-stock trade has many subsidiary branches, and that hides, horns, bones and fertilizers are rapidly becoming important items in the commerce of St. Louis, and in building up these minor

branches of trade, the "Southwestern Railway System" and its tributaries plays an important part by furnishing economical transportation for articles which, without them would have no market and no appreciable value. Reference has now been made to three very important industries or classes of trade by which, through the instrumentality of an unequalled railway system, intimate commercial relations have been created and are now being perpetuated between St. Louis, and the section of country geographically tributary to it; more especially in the West and Southwest. It is thought that their importance has not been overestimated, and it is also certain that all the efforts of the managers of the "Southwestern Railway System" will be directed towards perpetuating them in the front rank and maintaining the prestige which St. Louis has already gained as a grain, flour, cotton, live stock and provision market, but there are other special branches of trade and commerce that this system has been instrumental in building up, and to them some brief allusion should appropriately be made. Among these may be mentioned the *iron trade* which has been stimulated to a very great extent by the almost inexhaustible iron deposits found and successfully worked at Iron Mountain and Pilot Knob on the line of the St. Louis Iron Mountain and Southern Railway; the *lead trade* of which the "Collier White Lead Works" may be justly considered the representative manufactory; the *wool trade* which, equally with that of cotton, is destined year by year to show a large increase as the clippings of Texas, New Mexico, Nebraska and Colorado are brought by the existing system of Southwestern railways within easy access of a market at St. Louis; the *smelting trade* which is now in comparative infancy, but whose business must be very largely augmented when the ores of New Mexico and California are brought in over the line of the Texas and Pacific Railway to be systematically reduced; the *lumber trade* which, as in the case of the Chester & Harris Manufacturing Company, could never have attained its present proportions but for the judicious intervention of a railway now embraced in the "Southwestern Railway System;" and last, but not least in importance, the *brewery trade*, which aided by the railways, has been more potential than any other agent in popularizing the city of St. Louis throughout the West and Southwest. It will not be considered invidious if the majority of the special trades or industries, all contributing in their appropriate sphere to the establishment and maintenance of intimate commercial relations with the city of St. Louis, are passed by with but brief notice, and with the passing remark that their existence in their present form of development would have been impossible without the railways. But the lumber and brewery trades require something more than a transient notice; the former because it owes its growth almost entirely to the railway policy, the latter because it has slowly but surely become an idiosyncrasy of the Western metropolis. With reference to the lumber trade, with which is more especially associated the establishment of the Chester & Harris Manufacturing Company, it may be remarked that, while the products of the almost inexhaustible forests of the North American continent have always furnished certain articles of export to Europe and other countries ever since the

declaration of independence, it has been left for the last quarter of a century to prove that the hard woods of America were superior to those of the whole world for certain purposes, and that the oak, ash and hickory timber found in this country must eventually become articles of daily use in Europe for all parts requiring great strength and endurance, such as spokes, hubs, rims for wheels, frames and shafts for carriages, handles for axes, and wood work for tools generally. The reason of this must be readily apparent to all who have compared American built carriages with those of English or European manufacture. Here it is possible, through the gifts of nature and the skill of the artisan, to combine lightness and elegance of finish with durability; here it can be satisfactorily demonstrated by practical experience that massive construction is not an essential pre-requisite of permanence, and that the apparently fragile vehicle is, from its inherent toughness, and from the adaptability of its various component parts, superior to that which rivets the eye from its massive ponderosity. The eastern portion of the State of Pennsylvania was for a long series of years the Atlantic workshop for these articles of export, which have been enumerated above; and the records of the Treasury Department show that these wood exports from Pennsylvania amounted in value to more than \$8,000 per month. But this trade, large as it then seemed, is nothing in comparison with that which is now growing upon the banks of the Mississippi River, and which bids fair to increase annually in value and importance. For many years the raw material used at this establishment, of which St. Louis may be very justly proud, was procured from the fine forests of hickory, oak and ash timber which skirt the banks of the Ohio, Cumberland, Tennessee and Mississippi Rivers, but when the line of the St. Louis, Iron Mountain and Southern Railway was opened beyond the Arkansas State line in the direction of Little Rock, the then management recognized the value to St. Louis of the almost inexhaustible supplies of hard lumber in the vicinity of Poplar Bluff, and the attention of the Chester & Harris Manufacturing Company was directed to the policy of utilizing rail as well as water transportation in the development of their manufacturing industry, and rates were so arranged that a branch factory at Poplar Bluff could be made remunerative. Here the greatest number of spokes are manufactured, and it often occurs that more than 1,000,000 spokes are drying and seasoning at one time along the line of the St. Louis, Iron Mountain and Southern Railway, while shipments of what may be considered the raw material to St. Louis amount to between 500 and 600 cars annually. As an illustration of the commercial importance of this special industry, it may be noted that one day's shipments not unfrequently embrace such divergent points as Africa, New Zealand, Australia, Chicago, Omaha, New Orleans and Mobile. The hickory axe, adze and pick handles manufactured at these St. Louis works are gradually becoming a necessity of civilized and industrial life all over the globe. The tinner, the stone cutter, the cooper, the carpenter, the blacksmith, the machinist and the lumberman, equally with the ploughman, testify by a daily increasing patronage to the superior merits of the articles manufactured at these works. Special allu-

sion has been made to this industry, which establishes intimate commercial relations between St. Louis, and it might be truly said the whole civilized world, because its development up to its present standard would have been impossible without active railway co-operation. Its success proves what may be done to benefit a city and a railway company by the pursuit of a wise, comprehensive and conciliatory policy. It has not been thought necessary in this connection to allude to the general lumber trade of St. Louis, from which, as distributing agents throughout the West and South, the railways embraced in the "Southwestern Railway System" derive a large annual revenue, because that lumber does not originate in St. Louis and may be regarded in the light of a mere article of export which pays tribute to the St. Louis merchant while in transit from the place of original production.

The brewery interest, also, as has been stated, demands something more than a passing notice, because of the large trade in the article of beer between the city of St. Louis and the Southwest. It may be that the large admixture of Germans in the city's population has stimulated, more than otherwise would have been the case, the manufacture of lager beer; or it may be, that the energies and skill of the manufacturers, have been supplemented, as in other notable cases, by natural agencies and chemical forces, which contributed to render the lager beer of St. Louis superior in quality, as the bitter beer made from the water of the river Trent; but whatever may be the cause, the facts and results are now patent to the whole world, that, throughout both North America and Europe, along both coasts of South America, in both the East and West Indies, in the newer worlds of Australia and New Zealand, as well as in those ancient centres of civilization and commerce, Calcutta, Hong-Kong and Yokohama, the St. Louis bottle beer is recognized as fully equally, if not superior, to any similar article of European manufacture, while experience has demonstrated successfully, that it will bear transportation in any climate, keep for any length of time, and then excel in purity and excellence of flavor any of its competitors for public favor and patronage. On general principles the increasing use of beer in this country, which is now more than four times greater than it was ten years ago, may be considered one of the brightest auguries for the future prosperity and the permanent well-being of the people of the United States, and it proves most satisfactorily that many poisonous compounds, sold under the name of spirits, are being entirely superseded by the harmless product of malt and hops.

But to proceed: it has been stated that the beer trade is a special industry of St. Louis, and that it equally with the grain, cotton and live-stock trade must tend to create and perpetuate intimate commercial relations between the city of St. Louis and the section of country which is traversed by the "Southwestern Railway System." The truth of this position will be readily admitted by any person who sees the trains of refrigerator cars owned by the "Anheuser-Busch Brewing Association," or by William J. Lemp, loaded and en route for southwestern Missouri, Arkansas and Texas and still this state of things, this rapid development of a particular branch of trade would have been impossible without

the railways, without these great highways of transportation on which so much abuse is heaped on account of their so-called monopolistic tendencies. In four years the production of beer at St. Louis increased from 471,332 barrels or 14,408,122 gallons to 828,072 barrels, and 25,670,232 gallons. This ratio of increase, nearly 80 per cent, demonstrates very clearly that the merits of the manufactured article correspond in every instance with the claims for superiority made by the brewers themselves, and that the manufacturers are not resting supinely on their oars and trusting to the recommendations of an established reputation. In the manufacture of this beer the breweries used 2,406,879 bushels of barley and 6,232 bales of hops. The annual disbursements for labor and materials amounted to fully \$14,000,000, and employment was given to between 4,000 and 5,000 men. It is estimated that the annual expenditure by the various breweries for ice and wages alone will aggregate fully \$2,200,000; and that its manufacture and sale gives steady employment to an army of men larger than that with which Sir Garnett Woolsey is now operating against the Egyptian rebel, Arabi Bey. The following remarks of a graphic and entertaining writer for the American press, who was in Paris at the time of the Exposition Universelle International in 1878, will not be in appropriate in this connection. He wrote as follows: "That America should compete with England and Germany "never was considered to be possible, and when the triumph of the E. Anheuser & Co. Brewing Association, of St. Louis, over Bass, Barclay and Perkins, Alsop "and Guinness, not to speak of nearly a hundred brewers from Austria, Bavaria "and France was known, people were at first astonished by the fact itself, and "even more so that they had not already found it out for themselves. In short, "produced an immense sensation among both the jurors and the brewer experts "who pronounced it superior to any malt liquor drank upon the continent. The "result being orders for a large supply from some of the principal cafes and "restaurants of the capital. Messrs Anheuser must be extremely gratified by "their triumph, which was won in the face of so much opposition from rival "houses. The attention of jurors was especially drawn to the fact that the St. "Louis firm was the first in America to come out with lager beer in bottles, and "that their bottling business exceeds 20,000 per diem." The Anheuser bottled beer is now a recognized and leading article in the grocery trade throughout North America, and in a very large proportion of foreign parts. The traveller on the Pullman cars performing his journey at the rate of thirty or forty miles an hour, drinks it with gusto. The inhabitants of New South Wales have learnt that it reaches them in perfect condition, and the residents of the Sandwich Islands can certify that a shipment by Cape Horn which crossed the tropics twice in a voyage of five months was absolutely unchanged, that its flavor was mild and pleasant, that its color was clear and rich as amber, and that it had none of the muddy bitterness of other foreign beers.

The subject of the intimate commercial relations between the city of St. Louis and the Southwest and West, being firmly established by the present combination known as the Southwestern Railway System, may be considered now as



nearly exhausted. Allusion has been made at considerable length to the *grain trade* of St. Louis and its necessary adjuncts in the shape of flouring mills and elevators, to the *cotton trade*, in the development of which this city has gained a comprehensive system of warehousing and compressing which cannot be paralleled in the world; to the *live stock trade*, which has brought about the erection of stock yards, canning establishments and packing houses which command the admiration and patronage of thousands; to the *iron, wool and lead and smelting* trades, each of which, in its own peculiar sphere and within its own appropriate limits, is fostered by the Southwestern Railway System, and concentrates business in this commercial metropolis of the Mississippi Valley. Allusion has also been made to the *lumber trade*, and more especially to that particular branch of it which owes its present proud condition in the markets of the world to the liberal and comprehensive policy of a railway company which is one of the principal factors in the "Southwestern Railway System," and finally a brief description has been given of the *brewery interest*, through which the pre-eminent claims of St. Louis, to be recognized as a great business centre, have been consistently and intelligently advertised, and the magnitude of whose present trade would have been practically impossible without the co-operation of the railroads, and some pertinent remarks have been hazarded about the so-called prohibition movement and about the true meaning of *temperance* as a virtue which should be practised by all intelligent people. Enough, doubtless, has been written to convince the readers of this pamphlet that the managers of the "Southwestern Railway System" that they have a grand work before them, and an empire of usefulness in which to demonstrate their tact and business sagacity. In carrying out all their well conceived plans, not merely for the advancement of their own personal interests, but of the city, with whose general trade and commerce they are now so very closely identified, absolute and implicit reliance can be placed on the hearty support and cordial co-operation of those St. Louis merchants, who realize the benefits which accrue to the city from the present combination and from the concentration of power in the hands of those who have shown their ability and desire to exercise it intelligently. But before concluding this first part of the subject, and passing on to the consideration of what may be considered abstract questions in the railroad economy of this great and growing republic, a few remarks must be made about the advisability of building up another branch of trade for which a certain section of the country traversed by the "Southwestern Railway System" is, from the character of its soil and climate especially adapted. Allusion is made to the *sugar trade*, which, under the auspices of the Belcher Sugar Refining Company, has already attained large proportions, but which can be increased to an almost incalculable extent, if the cultivation of sugar in the southern counties of the State of Texas, in the vicinity of Brazorico County is appropriately stimulated, and a market created for it in St. Louis, through the instrumentality of the Southwestern Railways. It is stated on highly competent authority that in Texas they can make one to one and a half hog-heads of sugar per acre, and four barrels of molasses, and if one-fourth of the

ground were cultivated the State of Texas would raise more sugar than is raised in all the United States. In five counties alone, according to official returns, the product in 1879 aggregated 5,664 hogsheads, and 12,224 barrels of molasses, worth, at a low estimate, \$443,900. The capacity of the country for sugar, now almost hid away along the coast belt, will some day soon become a factor in the sugar trade of the continent, that will make the people of this republic independent and self-sustaining in regard to that article, which is considered, if not the greatest luxury, certainly one of the prime necessities of domestic life.

In describing thus the various trades and industries above, the reader can not fail to note that every effort has been made to show that the growth of a large city like St. Louis depends as much on its manufactures as its distributive commerce. Capital will produce the greatest good for the largest numbers when invested in manufacturing industries, and not in mere brokerage or commission business. Special attention is directed to this point, because it is believed that the rapid increase in the population of Chicago during the past decade may be attributed to her efforts in the line of manufactures. Twenty years ago the "Lake City" was merely a trading centre — to-day it is an important manufacturing center. The products of its industries ranging from articles of a coarse nature, to those involving a high degree of mechanical and artistic skill, and comprising articles which are ordinarily classed as the necessities of life, equally with those which are embraced in the category of luxuries. In 1870 there were in operation in the county where Chicago is situated 1,440 manufacturing establishments of all classes, employing 31,105 operatives, and producing commodities to the value of \$92,518,742. The census returns for 1880 show that, exclusive of the distilling and brewing interests, which are quite large, there are in operation in Chicago, and its immediate suburbs 3,752 manufacturing establishments, with an average of 89,742 operatives, and producing commodities of the value of \$252,405,695, an increase in ten years of 160 per cent in the number of establishments, of 188 per cent in the number of operatives and 173 per cent in the value of products. The results which, according to the census returns, have been attained in Chicago might be readily duplicated in St. Louis if its citizens were once thoroughly alive to the advantages, resulting to a commercial center from the establishment and maintenance of large and varied manufacturing industries in its midst, and if they realized practically that such industries furnish employment to an eminently desirable class of people, who are uniformly attracted to those cities where such employment in its fullest variety is known to exist. A family whose necessities compel all or most of its members to engage in some remunerative occupation is much more likely to adopt, as a permanent home the city where all can secure such employment as they desire, than one where only such of their members as are capable of engaging in certain specific occupations can hope to obtain a satisfactory means of subsistence. The highest degree of human happiness, and the most permanent conditions of prosperity are without doubt attainable in

those communities where the largest number of the population necessarily engaged in labor can secure the employment which is best suited to their abilities and tastes. The absence of varied industries in any city, and at any period of its growth, must necessarily deter enterprising and industrious families from emigrating there and seeking a home, where all could if necessary contribute their *quantum* to the common support. It is to be hoped that these views, imperfectly expressed perhaps, may furnish food for thought not merely to the citizens of St. Louis but to those who are in charge of railways centering there, and who are naturally interested in stimulating the growth of the city which is the terminus of their respective lines. Much has been done, but still more remains to be done, if St. Louis is to realize in the future its manifest destiny, and become not merely the emporium of commerce, but the house of industry and art.

## PART SECOND.

**A DISCUSSION OF THE VARIOUS QUESTIONS INVOLVED IN THE SO-CALLED RAILROAD PROBLEM WITH THE VIEW OF REMOVING MANY MISAPPREHENSIONS ABOUT THE RELATIVE STATUS OF RAILWAY COMPANIES AND THE GENERAL PUBLIC. IN THIS CONNECTION REFERENCE WILL BE MADE TO THE ECONOMIC, AND DEVELOPING INFLUENCE OF RAILWAYS, IN CREATING CENTRES OF COMMERCIAL POWERS, AS WELL AS MATERIAL WEALTH, IN THE COUNTRY TRAVERSED BY THEM.**

"That a king could do no wrong" was for centuries the sacred attribute of royalty among the nations of the old world and it was thought at one time by many, otherwise intelligent and fair-minded people, that railway companies arrogated to themselves a similar immunity from wrong doing. These superstitions, for they can be characterized as nothing else, of the past have been gradually dissipated by the onward march of thought, and the general diffusion of knowledge; and if crowned heads have been compelled to bow before an enlightened public sentiment, railway companies have also found it politic to admit that the people from whom they derive originally their franchise, have some rights which are justly entitled to consideration and respect. Years ago railway companies always acted as if they ranked in the same category as purely private corporations, as if they were amenable to no laws but those of self-interest in the conduct of their affairs, and as if any attempt to prescribe their duties to the public was a grave infringement of their rights and an unpardonable violation of their charter privileges. The manhood of railroading, to write metaphorically, is happily free from many of the conceits which characterized its boyhood, and at the present time the experienced managers of the large railroad properties in this country, while maintaining in the strongest manner the rights of their stock-holding constituents, still pay an appropriate deference to the popular will. They act as if they realized that they were responsible for a proper use of the privileges conferred upon them, and as if the people had a right to know something about the general administration of their affairs.

It is the bounden duty of railway companies to educate not merely the favored few, but the many, to an accurate knowledge of the real condition of their respective properties, and the conditions under which each is operated, thus they will be enabled to erect a permanent barrier against that legislative quackery, for it can be styled nothing else, which has unfortunately obtained in some States and which proceeds on the hypothesis that all railroads in a certain State or in a

certain section of country, can be operated under our cast-iron rule, and that they should all be governed by a uniform schedule of rates. To believe for one moment that this is possible, or practicable, would be as manifestly ridiculous as to hold that one medicine is the panacea for all diseases. Railroads, like individuals, have their peculiar constitutions, and a treatment under which one would prosper, might entail chronic consumption on another, hence, the great and paramount necessity for comprehensive and detailed knowledge of the patient's true condition, before any attempt is made to prescribe, no treatment can be successful unless there has been a thorough and practical diagnosis of the case. That this diagnosis can be made without being impertinently inquisitive has been clearly demonstrated in certain States where knowledge has been gained through the instrumentality of a railroad commission, and the results of such commissions have been decidedly more satisfactory where the noxious element of politics has been entirely eliminated, and where continuance in office has not been in any manner contingent on a political creed or party applications, but on the adaptability of the then incumbent for the position which he occupied. If a railroad commission can be disintegrated entirely from politics, and if its component members are selected for their special knowledge and undoubted integrity of character, it can be readily seen how an intelligent exercise of their functions would be alike beneficial and advantageous to the railway companies and the public, the former would know that no hostile legislation would be possible against the honest conviction of the commission based on an accurate knowledge of facts, the latter could rest assured that every complaint would be carefully and impartially investigated, and that any abuses would be promptly and conclusively checked. It is perhaps unfortunate that there is no uniformity of action on this subject in the various States, and it is still more unfortunate that the general government of this country, which provides so many interesting, instructive, and valuable statistics about agriculture, about commerce, and other various industries, should hesitate about taking proper steps for furnishing the public with accurate information about what may be truly considered the dominant interest of this country. Year by year a consideration of the railroad question is agitated in Congress, and each member will advance theories and plans, based not on figures, not on accurate statistics, but on his own personal views of what should be, and what should not be. All this is wrong; the periodicity of this agitation about railroads indicates conclusively that there is a popular anxiety for some remedial legislation, and if such legislation is demanded by public sentiment, railroad companies should at least see to it that it is *intelligent*, and it can not be intelligent as long as there is such a want of information among the masses about the true condition of railroad property, and as long as the statistics which are compiled are glaring inaccuracies, because there is no uniform fiscal year, and no uniformity of keeping railroad accounts. All efforts heretofore made to establish at Washington a bureau, the duties of which should assimilate very closely to those of the railway department of the board of trade in England, have failed because it was thought that the creation

of such a bureau and the exercise of what might be termed by some inquisitorial functions, was an infraction of the State rights doctrine, and an usurpation of power which Congress could not legitimize as being at variance with the generally accepted theories about the regulation of interstate commerce. The benefits accruing directly to the railroad companies themselves from such a bureau, if lawfully established and its constituent members free from party bias, and thoroughly informed of their duties, would be as great as to the shipper, especially if the researches of each bureau became, as in other countries, public property. The aggregate experience of 100,000 miles of railway, covering a uniform period of time, could not fail, if carefully compiled, to be highly instructive, and to furnish abundant food for thought to those who consider railroading an honorable profession, and who want to profit by the wisdom and experience of others in a similar walk of life. If, in addition to compiling accurate statistics about the financial condition and operating management of each individual railroad property, the officials in charge of this bureau or department were to collect reliable data about the gradients, the curvature and alignment of every railroad, and of the natural resources of the country which it traversed, this nation would eventually have archives vastly superior to those of any other country in either hemisphere, and all possibility of anything like injurious legislation would be effectually and permanently obviated. But, if such a bureau is established, and there are indications from the tone of public thought and sentiment, that it soon will be, great care should be exercised in the selection of the members who compose it. Their personal character should be beyond question; their ability should be universally recognized, and their tenure of office should not be limited by the term of an administration, but should be governed in every instance by the cardinal requirements of knowledge and by the necessity of always having a majority of the members thoroughly *en courant* with the specific duties of the department. Railroad companies object (and it must be conceded that their objections are reasonable) against any bureau or commission which is partisan in its character, and which might use its authority to enforce the suggestions of private pique or personal prejudice; hence, the good work which was commenced years ago in the States of Ohio and Massachusetts has not gained a foothold in other States of the Union, and many erroneous ideas about railways and their management are handed down, as heir-looms, year by year, to be used by unprincipled demagogues in poisoning the minds of the people against those who are in reality their friends. From these remarks it will be evident to the reader that, in the opinion of the writer, that a want of information is the main cause of the misunderstandings which generally exist between railroad companies and the public, and that a permanent *entente cordiale* can only be established and permanently maintained by the education of that public as to the real condition and surroundings of those companies with whom they are actively identified in their daily business transactions. Further, it is held that the executive officers of all the railways in the country

should co-operate heartily with any movement in this direction, as, by such co-operation, they would not merely benefit their respective corporations through being enabled to utilize the aggregate experience of the whole railway system of this republic, but would remove a stumbling block which, tersely described as "*omne ignotum pro magnifico*," has during the past produced a marked coldness between themselves and their patrons. If the General Government will not inaugurate a railroad States trial bureau, railroad companies owe it to themselves to amplify their existing official machinery and, by mutual understanding, to publish annually such a work as has been indicated. There are abundant talent and energy in the ranks of railroad officials to make such an official publication first-class in every particular; and, although the labor of methodizing the arrangement of the book and of systematizing the reports, might be heavy for the first two or three years, still the machine, when once started, would run smoothly, and its operations could be made qualifiedly remunerative. The United States can boast of owning the most extended railroad system in the world, and it can point with a commendable pride to the improvements which have been introduced for the convenience of the travelling public, and for the reductions of casualties to a minimum, and a strenuous effort should be now made to supplement these inventions for safety and comfort with accurate statistical knowledge, and to make these statistics as much superior to those of other and older countries, as it is believed that this country excels them in the ordinary transportation facilities.

But again, the alarmist will urge that in later years the progress in the arts and in one of the chief blessings of modern civilization will, if not controlled by law, establish a condition of affairs more to be dreaded than the feudalism and monarchical and aristocratic features of the governments of Europe in former generations. Allusion is made to the aggregations of capital, of power, of influence and of privilege in the great railway corporations of this country. It is true that fifty years have scarcely elapsed since railroad cars were first propelled by steam in the United States; it is equally true that there are to-day fully one hundred thousand miles of railroads in this country, which represent, in cost of construction and equipment, an average of \$50,000 per mile, or an aggregate of \$5,000,000,000; it is also true that these railroad properties are controlled by the most capable and efficient business men, and that in their management, on what may be considered as purely business principles, they are characterized as monopolists and oppressors, as persons who extort the last penny from the manufacturer and producer, and keep them in the most abject state of serfdom by charging such rates of freight as will only leave them enough profit to continue their work. It is further true that these railroad magnates, through their lawyers and agents, are generally credited with an ability to control State Legislatures, and to wield a potential influence in the deliberations of Congress and in the general conduct of the Federal administration. All these supposed facts are studiously paraded before the public, and a decided *animus* against the railroad companies is perpetuated by representations that

the liberties of a great people are invaded, and that the constitutional powers of free government are being rapidly subverted. The majority of the people in this country are too closely occupied in the daily avocations of their business to stop and examine for themselves whether these charges have any foundation in fact; hence, scheming intermeddlers are enabled to ply a thriving trade in the dissemination of base untruths, and the coterie of unprincipled maligners yearly swells the ranks of its votaries and supporters. This may appear strong language, but it is justified by an accurate knowledge of the manner in which these self-constituted champions of public liberty and freedom garble the truth and wilfully misrepresent facts, so as to advance their own political interests. It would be folly to imagine that the machinery of such an extended system should work without some friction, or that every movement in the railroad world could be at once adapted to the policy of concentration which is now paramount; but the public may rest assured that the master minds who control our railroad properties will carefully guard against any unnecessary waste of power. They will remove any cause of friction as soon as it is discovered, and they will scrupulously protect their privileges by employing in positions of trust and responsibility persons who combine discretion and judgment with courtesy, and who recognize that the poor tiller of the soil is entitled to the same consideration as the wealthy merchant or manufacturer. A storekeeper will not employ a man, however faithful and competent, who may unfortunately have a manner which repels customers; similarly, railroad managers cannot, consistently with their duty to themselves and their constituent stockholders, bring men into daily contact with the public whose brusqueness of manner alienates instead of conciliating their customers and their patrons. In railroading, more perhaps than any other business, the force and wisdom of such trite maxims as, "civility costs nothing," "a soft answer turneth away wrath," and "more flies are caught with molasses than vinegar," are universally recognized, and nowhere, it is confidently believed, more thoroughly than in the general management and executive administration of the "Southwestern Railway System." In railroads, as in any other business, the rule about "self-preservation being the first law of nature" holds good; and the owners of property are justified in making the most out of it which they possibly can, but they do this with an assured knowledge that the abuse of any such privilege will lead to the creation of rival interests and the construction of competing lines, because few, if any, railroad companies now work under private charters, but under a general railroad law.

Again, local shippers or travellers consider it an act of injustice to them that a railroad company should transport traffic which originates off the line of road at a lower rate than that which is purely local. The arguments adduced in this case are doubtless plausible to those who are ignorant of the fact, that *through* business can in almost every instance be transacted for one-third less expense than *local*, and that if this *through* traffic was not obtained the managers of the railroad would be compelled in almost every instance to raise their *local* tariff, or



otherwise allow the property to depreciate through an insufficiency of earnings to pay the current operating expenses simultaneously with the annual interest upon the liabilities of the company. It must be remembered that the *through* business of any railroad is about always competitive, and that unless rates were in every instance regulated to meet the competition of other and rival lines, the traffic would be entirely lost. The natural result of a heavy *through* business is to increase in a marked manner the wealth of the country through which the road is located, as will be illustrated by the following example: A railroad transacts a business of \$3,000,000 per annum, of which two-thirds are derived from *local* and one-third from *through* traffic. The operating expenses incidental to the \$1,000,000 of *through* traffic would in all probability amount to \$500,000, and of this sum a considerable portion would naturally be spent among the employees of the road, and local trade would be stimulated thereby. In this estimate no account is taken of the increased ability which the managers of the railroad derive from controlling this *through* traffic to make salutary reduction in certain items of *local* traffic and at the same time pay a reasonable dividend on the share capital. The reader will in all probability be able to follow the line of argument, which is concisely thus: Pass laws prohibiting a railroad company from carrying traffic for a long distance, or over the entire length of the line, for a less rate per mile than for a short haul, and the result will be that the *through* traffic will be neglected, or will be forced over rivals and competing routes on account of high rates; and in this case the *local* shippers must either contribute to the whole amount of the loss or the owners of the road lose the interest on their capital; and in this latter case the *local* shippers must still furnish the entire operating expenses of the road. Legislatures in attempting to define for railroad companies a policy of management, should remember that corporations in the transaction of their business are governed practically by the same rules as individuals, that self-preservation is with them a natural instinct, and that they will not abuse any privileges or franchises, knowing full well that if such abuses are perpetuated the result will not merely be a loss of business, but the creation of a competition, which under other circumstances would in all probability never exist. Besides ownership and management should be identical, and no definite rule can be established for the government of railroad property, as each line is operated under different conditions. Each case, to use medical parlance, requires a distinct and separate *diagnosis*. Nothing perhaps in railroad operating causes more heart-burning and more discontent than the question of the relative rates between local and through traffic, yet it is safe to state that if the policy of railroad companies were thoroughly understood, a quietus would at once be placed on the chronic grumbling, and instead of complaint and recrimination there would be almost universal acquiescence in the wisdom and propriety of a course of action which only need explanation to render it generally popular and acceptable. A volume might be easily written on the questions involved in discrimination which may be assumed to embrace, under a genuine title, all or almost all the so-called eccentricities of rates, which are periodically charged

to the offence account of railroad corporations, but the difference of rates on *through* as distinct from *local* business can in almost every instance be satisfactorily explained, and arrangements are not unfrequently made whereby a car-load of freight, hauled for a part of the length of a road, cannot be charged more than if handled for the entire distance; or, in other words, the tariff on freight originating at any point along a line, can in no instance be more than that which originates at the terminns, and is carried over the whole line.

Again complaints are very frequently made about the concessions made to large shippers, and it is claimed, that these concessions are in themselves sufficient to enable the person or firm that obtains them to crush out any competitors in business. There is some sound argument in their complaints, and the facts adduced carry great weight with those who believe that the permanent prosperity of this country hinges on the distribution of power and wealth among the many, not among the few. It is better for a community to number among the citizens five hundred persons owning \$5,000 each, than to be able to boast that it has one man worth \$2,500,000; and it would appear to be policy for a railroad company to foster these small industries along its line and extend a helping hand to those, who, starting from little, may ultimately become wealthy and powerful; but there is a strange fascination about wholesale business and it cannot be wondered at. That railroad companies in the conduct of their affairs should be governed by rules similar to those which obtain in mercantile life, where the wholesale buyer will receive in almost every instance a more liberal discount than the poor trader. It has been suggested, however, that the car load should be made, so to speak, the unit, and that while for any amount of freight less than a car load, the railroad company should be entitled to make such charges as it thinks fit. The rate for one car load should be the same per car in every instance, as that charged for ten or more cars. It is to be assumed, however, that every case of this nature presents its own peculiar features, and that every head of department in determining a policy will have to be governed by the special conditions. And here it might be well to quote the words of one of the most intelligent and practical railroad men in the United States, not actively connected, however, with any railroad undertaking. He writes as follows: "The first principle that should guide in the formation of a railway tariff stands written in the good book, "the laborer is worthy of his hire." Those furnishing transportation for others should be reimbursed at least the cost. Had not this principle been recognized at the time the roads were built, few would now be in existence, and if it is to be repudiated now, few will be constructed hereafter.

"What is reasonable compensation for railway services, or what constitutes just or unjust discriminations in railway charges is not a question that can be decided *a priori*, or that can be formulated into a general law. It can only be decided in each individual case, where all the conditions under which the service is performed, and elements controlling its cost are known. In most cases it can only be decided correctly after the service is performed. It would be just as reasonable to predetermine the cost of raising a bushel of corn, as to

"predetermine the cost of carrying a ton of freight. The action of the sun and rain upon the growth of the corn and the quantity of the yield are no less uncertain elements than are some of the elements which enter into the cost of transportation service."

The same writer also shows that in the case of a prominent southern railroad, the cost of moving one ton one mile on the main line is only about one and three-fourth cents, while on a branch of the same road and under precisely the same management, the cost was more than nineteen cents. It would be manifestly unjust to require that both the main line and the branch should work for the same compensation. All rates must depend on conditions, which, as a rule, are always dissimilar. Three-fourths of a cent per ton per mile might be a remunerative rate in some cases, while one hundred times that amount would entail loss instead of profit on the company performing the service. In regulating rates the quantity of the freight offering has to be carefully considered and calculations have to be based on whether the cars will have to return empty. Again the questions of grades, curvature, fuel, and cost of original construction enter very largely into the settlement and adjustment of rates. A tariff on which one road capable of hauling thirty cars in a train could make a handsome profit, would entail positive loss and probably bankrupt a road on which the grades would not admit of hauling more than fifteen cars in a train.

But another person will urge that by establishing a low tariff, the volume of business will be increased and he will quote the axiom, "that traffic responds in a marked manner to the facilities which are furnished first." This may be true in an old settled country where there is a fixed amount of business and a dense population, but how can low tariff increase the volume of business in a country where there is practically no population except that which has followed in the wake of railroad construction? It must be remembered that railroad building in the West and Southwest, peculiarly in the section of country occupied by the railways of the Southwestern System, has been conducted on entirely different principles, and under entirely different conditions to those which obtain in Europe and in the older settled States of the Atlantic seaboard. These roads are built with a certain defined knowledge of an existing business, and an existing population, with a fair prospect of traffic responding to the facilities furnished for it; here, on the contrary, railroads are built to open up country, with a hope that building of the line may induce settlement, but with no absolute certainty of the fact, hence those men who contribute their capital and their experience to extending the trade and the commerce of such cities as St. Louis, who speculate on possibilities and probabilities, and bank, so to write, on their own fallible judgment, are entitled to great consideration, and they should not be harshly judged. They are the missionaries and pioneers of improvement, the architects of this country's extended greatness and power. They build up the waste places, hence the benefits which they confer should in every instance more than counterbalance any errors of judgment, any deviations from what might be considered wise policy. It is easy to regulate tariffs when there is a

fixed population, but the greater portions of Arkansas and Texas has yet to be settled, hence the difficulty in solving satisfactorily, the railroad problem in those States, but if the State authorities will co-operate cordially with the railway companies in inducing immigration, thereby enlarging the acreage of cotton, of corn, of wheat, and of sugar, and increasing the shipments of live stock, rates will regulate themselves, and there will be no necessity for any statutory restrictions, railroad operations will be governed by the natural laws of commerce and trade. And here it may be said that from the standpoint of the writer, the legislature of the State of Texas has acted unadvisedly in legislating for the railroad properties which should become influential factors in developing the resources of the State, and increasing its taxable wealth. Capital is proverbially sensitive, especially speculative capital, hence the folly of attempting to place restrictions on the investment of capital, and deterring investors from furnishing the State with what it most requires, viz.: a comprehensive and detailed system of internal improvements. The area of Texas is nearly seven times as large as that of the State of Pennsylvania, but in that extended area of 274,356 square miles, there are only 1,500,000 inhabitants, and but one mile of railway to every 83 square miles of territory, while the "Keystone State" has a population of 4,282,891 inhabitants, with one mile of railroad to every 7.86-100 square miles of territory. Is it reasonable to suppose that the railroad in Texas can transport its traffic at the same rates per mile as the railroad in Pennsylvania? Is it just to legislate that railway lines, which in the majority of cases are compelled to haul their cars empty, or nearly empty one way, should be limited to a rate per mile which is charged by a competing railroad between New York and Philadelphia, over which fully 500 passengers travel daily? It certainly seems a short-sighted policy to restrict, by what can only be characterized as antagonistic legislation, the march of railroad improvement which has been specially noticeable in the Southwest during the past three years. On the contrary every inducement should be offered to populate that almost desert territory, every incentive should be presented to the wealth of the Eastern States to invest in railroad construction, opening mines and building manufacturing establishments. Then, and then only can the future of the Southwest be made to correspond in greatness with its extended area. Then only will the trans-Mississippi States be enabled to realize the hopes and expectations of those who are firm believers in their future destiny and their full development.

Allusion has now been made to certain incidents of the so-called railroad problem; it has been demonstrated that the prejudice which exists in the minds of many against railroads is directly attributable to ignorance about the actual condition of railroad properties and of their operating management; and it has been claimed that it is the bounden duty of the general government to furnish such accurate information about what may be appropriately considered the dominant interest of the country, as may educate the people and familiarize them with the workings of our extended railroad system, and at the same time affix an official imprint of value on their securities in the money markets of the world. It has been

shown that the charges of monopolistic tendencies in railroad management have no foundation in fact, but originate in the fertile brain of some imaginative but unscrupulous enemy; that railroad companies, in the management of their properties, are governed in the majority of instances by the same rules as other business men; that they fully appreciate the necessity of cultivating a favorable sentiment among their patrons, and that they are seldom, if ever, liable to the charges of unjust discrimination against sections and individuals, so frequently and so maliciously brought against them. Furthermore, it has been explained, and, it is hoped, clearly, that it is impossible to prescribe one general rule for the management of railroads, which are operated under entirely dissimilar conditions, and that it would be just as reasonable to prescribe one medicine for all classes of disease; also, that if it is necessary to legislate for railroads, such legislation should be, to say the least, intelligent. The action, also, of the Legislature of the State of Texas, under which railroad companies operated there are supposed to formulate their tariffs in accordance with those prevalent in the densely populated Eastern States, has been justly criticised; and it has been shown that it is the bounden duty of any new State to co-operate with and not alienate capitalists who are anxious to invest in their midst, to introduce immigration and develop their resources. Much more might have been written, and perhaps more ably, but this book will fulfil its mission if it stimulates among its readers a careful spirit of inquiry, and prompts them to form no hasty judgment which is not based on actual facts. The managers of the "Southwestern Railway System" are keenly alive to the necessity for building up the trade and commerce of St. Louis and its tributary country. They have given abundant evidence of their faith in the future of the Southwest by their investment of capital in those improvements which tend to make a people rich and prosperous; and it is morally certain that they will not run the risk of making these investments unremunerative by arraying against themselves public sentiment; and oppressing those whom they ought, from motives of self-interest alone, to foster and encourage.

It might be advisable, however, while on this subject, to insert a few remarks in reference to the general opinions about these railroad combinations. Many see in them an element of evil which may ultimately undermine those institutions under which this country has hitherto flourished and attained such a proud position among the nations of the world. It is true that the managers of any large railroad combination wield an immense power for good or for evil. That it will be exercised for good none will doubt, who realize how much financial success is dependent on a strict compliance with the law, and a legitimate exercise of their franchises. They, as well as others, are actuated in all their movements by self-interest, by a desire for the acquisition of wealth; they are not self-constituted philanthropists, but they are money makers, and although in their pursuit of wealth they may be characterized by some imaginative people as *public benefactors*, still the cardinal principle of their creed is to amass wealth; and if the axiom of economy being

wealth is recognized as true wealth cannot be more easily and surely gained, than in such a combination as that of the Southwestern Railway System, wherein by a concentration of management operating economies are rendered not merely possible but certain. Few people except those who are conversant with the details of railroad management and operations can realize what a reduction in "general expenses" can be effected by a combination such as the "Southwestern Railway System," but efficiency is in no wise impaired by economy, and concentration, on the contrary it is very sensibly increased, and results prove conclusively that the head of the department can manage the business of 5,000 miles of railroad, in most instances, as well as that of 500 miles. Again, in these combinations union becomes strength and the component members instead of supporting an army of outside agents to solicit business are enabled to lop off all the parasites, and without weakening the service or imposing additional tariff burdens upon the inhabitants of the country, are enabled to reduce tariff rates; special reference is here made to the fact that railroad combinations as a rule do not need to advance rates beyond what is just and reasonable, because the experience of England has been duplicated in the United States, and statistics show that during the past eleven years the average of all the rates charged on fifteen leading railroads of the country including those of the great east and western trunk lines and the principal railroads west of the Allegheny mountains, engaged in traffic between the Western and Northwestern States and the Atlantic seaboard has increased fully forty per cent, this reduction in railroad freight charges having been three times as great as the average reduction during the same period in the prices of 22 of the leading articles of commerce. An English joint select parliamentary committee in 1872 arrived at the conclusion that competition as a regulative principle had failed entirely to determine the value of transportation services on railroads, and that the much dreaded amalgamation had not produced the evil results expected from it. The report reads as follows: "Few cases have been adduced in which amalgamation (consolidations) already effected have led to increased fares, or reduced facilities, whilst on the other hand there is evidence that the most complete amalgamation which has taken place, viz., that of the Northeastern, has been followed by a lowering of fares and rates, and increase of facilities as well as by increased dividends; nor can it be doubted that some of the grievances complained of, especially in outlying districts, such as the want of system and power in the Welsh railways, and the failure to develop traffic on some of the Irish railways, would find their best remedy in amalgamation." It is safe to conclude, that the evils of a combination or amalgamation of railroad interests are not by any means such as the anti-monopolists would try to make the public believe, and that neither St. Louis nor the country tributary to it will suffer any injury from the operation and development of the "Southwestern Railway System," on the contrary, the interests of all classes will be materially advanced by the perpetuation of a policy and management, such as has been inaugurated by the present executive of the railroads, which render the traffic of the West and Southwest directly tributary to the city

of St. Louis as the commercial metropolis, and at no very distant date the manufacturing emporium of the Mississippi Valley. A few remarks will now be made about the economic and developing influence of railways in creating centres of commercial power as well as material wealth in the country traversed by them. Where, it might be appropriately asked, would this country be to-day in the scale of nations but for the railroads, which have enabled the wheat grower of the far West to compete, more than successfully, with the wheat grower of western Europe in his accustomed markets, and which, by revolutionizing the agriculture, are revolutionizing the political institutions of the old world? The present unprecedentedly large immigration to this country from Europe, testifies to the appreciation of our institutions, which are based on common sense and a general adaptation to the wants of the many, not of a privileged few. Among these institutions are the railroads of this country, the most economically constructed, and in the majority of instances, the best managed of any in the world, in the right to construct which there is no monopoly, and in the subsequent operation of which there can be no monopoly, as they are all competitors for each other's business. Chicago, St. Louis, Indianapolis and Kansas City all owe their present importance to railroads, and the cities which are destined to spring up in the near future, throughout the empire of the Southwest, will also derive their growth and development from the railroads which are now owned and operated by the "Southwestern Railway System," and from those which will hereafter be built under its auspices. The greater proportion of the country tributary to St. Louis in the West and South may be classed as agricultural, and this land could not possibly have been utilized for many centuries to come but for the railroads, which have created a market and given the sellers a spending ability to which they otherwise must have been strangers. Good roads, in all the history of the world, have been the paths of progress, and they may be considered to give indisputable evidence of the degree of civilization to which their constructors had attained. The Appian way still furnishes more substantial evidence of the prosperity and intelligence of ancient Rome than all other monuments of her greatness, and the 14,000 miles of durable highway laid within the Latin Empire speak more loudly to posterity of the progress and civilization of her people than her temples, her aqueducts and her world-renowned Coliseum. The wonderful highway from Quito to Cuzco, fully 2,000 miles long, laid with flags of freestone, cemented together, twenty feet wide, shows that at one time the sun of civilization shone brightly on Peru, inspiring its people with skill, perseverance and energy necessary to make a great nation, and traces now in existence of the road made by the mound builders to the copper mines of Lake Superior, prove that non-extinct race had attained a much higher plane of manhood than what they are generally credited with. Next to the influence of the seasons, on which the regular supply of a people's wants depend, nothing is more important to civilized man than the perfection of means of interior communication. The government of a country which is not traversed by good roads, must be weak and its people must remain in a chronic state of poverty. Roads may be considered a faithful

barometer, marking the rise and fall of civilizations and of nations. From this stand-point what an incredibly glorious future looms up for this republic? and more especially before that section of it which is traversed by the Southwestern Railway System, and which, under the developing influence of roads, whose physical condition and general management cannot be surpassed, even if they are equalled in this country, and of a constantly increasing immigration must become literally, not figuratively, the paradise of the world. It may be assumed, then, that the railroads which are auxiliaries of civilization are positive necessities for an agricultural community, because, without them the farmers, who were not domiciled contiguous to streams, or other navigable waters, could find no market for their surplus products, and there would be no incentive to produce a surplus. Sixty years ago, in the memory of many who are still living, there were no railroads in this country or any where on the globe; the shrill whistle of the locomotive had not wakened up the solitude of the primeval forests, and the gleam of its head-light had not illumined the boundless expanse of prairie; to-day there are more than 100,000 miles of railway in this country alone. The farmer is no longer compelled to locate in the vicinity of a river or a canal, but can avail himself anywhere of the rich alluvial soil which characterizes the Mississippi Valley, and it may be estimated that fully sixty hundred million dollars has been added to the wealth of the farming and landed interests in the United States, by the appreciation of lands, in consequence of the construction of railroads. The increase in value of farming land, under the civilizing and developing influence of these iron highways, may be roughly estimated at from 270 to 300 per cent, and they have not merely enhanced the value of farms under cultivation, but they have given a market value to government lands, which otherwise could not have been disposed of for centuries to come. With the light of the present on the history of the past no person can justly blame the general government of the United States for its prodigal liberality in donation of lands to the railroad companies which were formed to build lines through the territories, and to unite the Atlantic and the Pacific Oceans with an iron highway. They gave away one-half of what, from a financial standpoint could only be considered worthless with the one condition that the recipients would make an investment of capital which would give an appreciable value to the half which was retained. All the States which have at any time rendered assistance to railroads and to other schemes of internal improvement have derived lasting benefit from the judicious liberality; they have increased the population; they have added to the taxable wealth of their respective States; and, as in the case of Illinois, they have made the railroads, in consideration of the benefits conferred upon them, contribute such a percentage of earnings to the State treasury as reduces very considerably, if it does not entirely liquidate the annual expenses of government. Here, in the State of Missouri, the Missouri Pacific would not have been constructed at the time when trains first ran through between St. Louis and Jefferson City without State aid. The Western division of the Wabash St. Louis and Pacific Railway, the St.



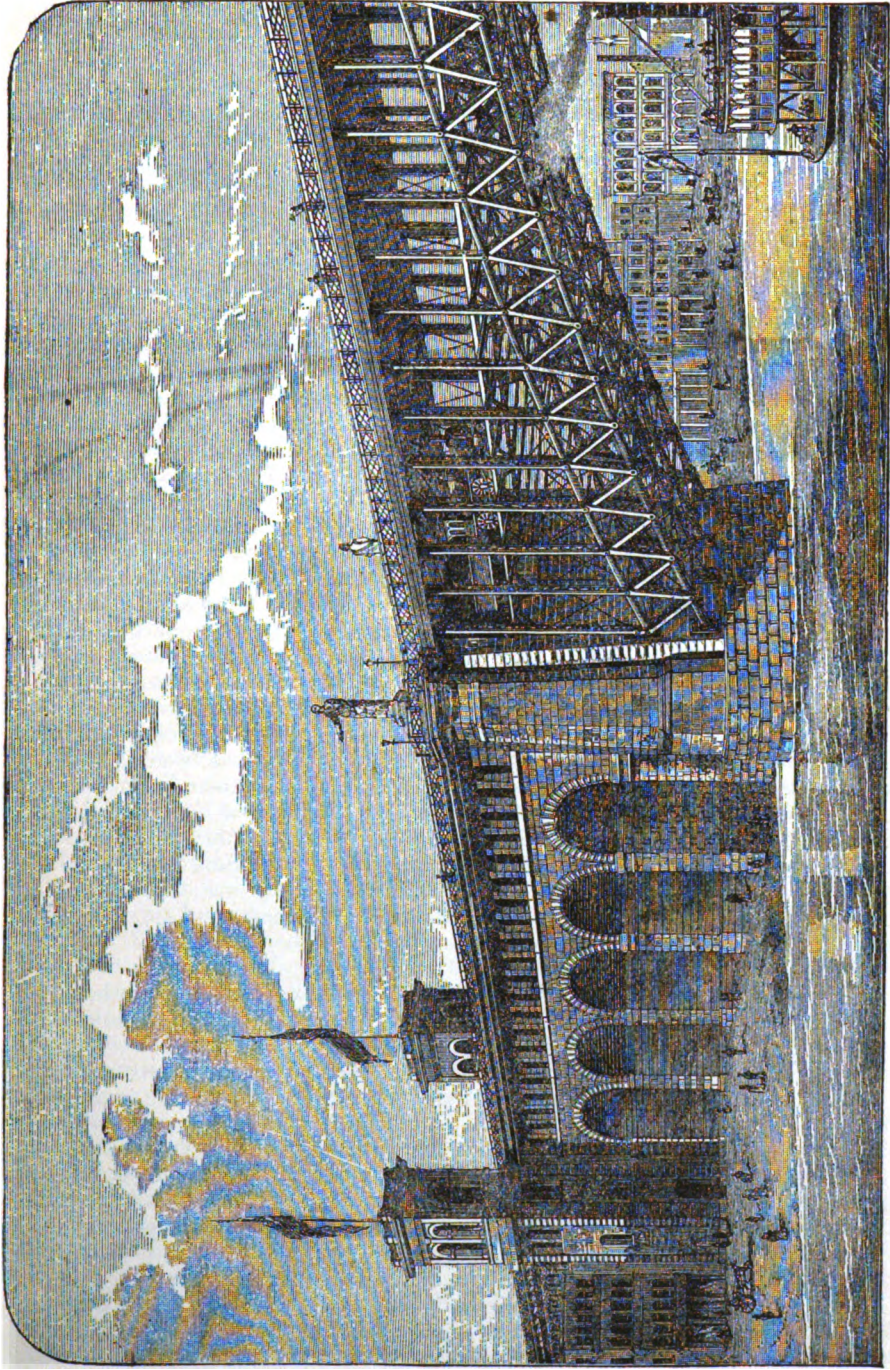
Louis, Iron Mountain and Southern and the St. Louis and San Francisco Railways would never have played their part so successfully in building up the trade of St. Louis, but for the liberal and enlightened policy of the Missouri legislature. The State treasury may have apparently suffered some pecuniary loss in the settlement of accounts with railroad companies, but the loss was more apparent than real, if account is taken of the manner in which the taxable wealth of the State was increased, even by these infant efforts at railroad building. Mark carefully a line of new railway. See how as if by magic mere settlements become villages, villages grow into towns, and towns again assume the more dignified proportions, and aristocratic nomenclature of cities; see with what rapidity all the modern conveniences and appliances of art and civilization are transported over the new railroad, to develop the agricultural and mineral resources of the country which it serves. Note also how by the railroad improved breeds of stock become the adjunct of every well managed farm, and articles, which, under other circumstances would have ranked as forbidden luxuries, become the necessary accompaniments of daily life—note all these things carefully, and then you will be able to state from personal observation and experience that a railroad exercises all economic and developing influence, not merely in enhancing the value of the territory through which it is located, and in building up agricultural and other industries, but in creating centers of commercial power and material wealth.

All that is requisite to enable railroad companies to work out satisfactorily their mission of usefulness is to leave them scrupulously alone, and not interfere with their management and direction, unless the actions of the managers are at variance and in conflict with statutes now in force. Do not be lead astray by the bugbears of monopoly and unjust discrimination which are periodically flaunted before the public by unprincipled men, who aim at securing power and position from their anti-railroad and anti-monopoly tendencies. Mistakes may be made by railroad officials, but, in the majority of instances, they are errors of judgment, not of heart, and common justice demands that these occasional, unintentional mistakes should be counterbalanced by the benefits which railroads have conferred on the whole community; and in the discussion which may arise on any railroad question, let it be carefully remembered that long experience in a department of business, which is most difficult and complex, should always entitle the views of railroad officials to grave and careful consideration, especially if their convictions are believed to be honest and inspired by due regard to the truth. But before concluding this division of the subject, attention should be directed to the fact that railroads, while they are the pioneers of progress and the missionaries of civilization, are also apostles of education. It is through them that the people learn from early youth the lessons of religion and the doctrines of refinement, because it is through their direct operation that schools, academies, and other centres of learning and art are rendered possible, and that the masses acquire a knowledge of geography and of the climate, soil and productions of other sections of country with which in the regular course of

business commodities must be frequently exchanged. The question of transportation has become a very important study, not merely for the farmers of the West and the manufacturers of the East, but for all the people, because, if the railroad is within reasonable distance, all will travel; and in their journeys will learn more of the difficulties which railroad companies encounter in attempting to perform scrupulously their duties to the public and of the superior transportation facilities enjoyed by people of all classes here to those of other countries.

Mr. J. B. Merwin, the able editor of the *American Journal of Education*, in a recent issue, makes the following pertinent remarks about railroads, and states the case very plainly and fairly as follows: "The immense reduction in the cost of travel, and the still greater reduction in the cost, and so in the price, of all the necessities of life, for all of which we are indebted to the railroad system of the country, makes this one of the most important questions of the age. If the importer in Boston, New York, or Philadelphia; if the manufacturer in New England or the Middle States; or the producers of Kansas and Texas, can with the facilities afforded by our railroads for communication and the transportation of goods, turn their capital three or four times a year, they can and do afford to sell for a much smaller profit than if they turned their capital but once a year. The railroads enable them to do this, and the people who are the consumers get the benefit of the reduction without investing much capital, so that the people of the West and Southwest could better afford to donate the right of way to ten railroads, where there is one now, rather than to cripple them by legislation or impair their credit and prospects by making an unjust war upon them. We were very forcibly reminded of this while in Austin, Texas, a few days since, on learning the fact that flour and other provisions were now brought, *via* El Paso and the Texas and Pacific Railroad, from Southern California, and laid down in Austin at less price than the same goods can be bought in St Louis and sent there, so that the people of Texas are already reaping the benefits to a very large extent of the Southern Pacific Railroad. Hon. John C. Brown, in a masterly address before a committee of the Texas Legislature, on April 17th, stated the further fact, that the Texas roads this season, because of the short crops last year, and to enable farmers to raise full crops the current season, had *voluntarily* given a rate of 50 cents per 100 pounds on corn from Kansas and St. Louis into Texas, a distance of 850 miles — a rate that did not compensate for the actual cost of handling. The roads did not claim that this was a work of philanthropy on their part, but in making this low rate, hoped to neutralize the loss and make a profit in handling the crops made from the increased acreage the farmers are enabled to cultivate by getting an abundance of forage and breadstuffs at a low rate. If the railroad management, in following examples which have contributed in an eminent degree to the populating and enriching of the Great West and the Pacific states, have erred, it has been on the side of the interests of the people and the prosperity and greatness of Texas. Wise teachers," Mr. Merwin says, "will use these facts of such vital importance to the prosperity of the people, and teach geography

in the interest of civilization rather than in the words of the text book. It is this equalizing feature and process on the part of the railroad, in which the people share, and the vast benefit arising therefrom, which should attract attention and be made a prominent feature in the discussion of these questions and in the teaching of geography in our schools." Mr. Brown, as quoted by Mr Merwin, further said: "In all this the railroads have been animated by a desire to promote the general prosperity, hoping to reap their share, in common with citizens, of the increased business prosperity incident to a high state of civilization, culture and refinement. These, in their turn, attract population, and the ratio of improvement is ever increasing and expanding."



VIEW OF A SECTION OF THE GREAT STEEL BRIDGE AT ST. LOUIS.

## PART THIRD.

THE PRODUCTIVE POWER, GROWTH AND RESOURCES OF  
THE VAST AREA OF COUNTRY TRIBUTARY TO THE  
SOUTHWESTERN RAILWAY SYSTEM.

In entering on a division of this book which, to the large class of persons in the Eastern and Central States, as well as in Europe, who are seeking new homes and new fields of labor will, doubtless, prove more interesting than the discussion of the intimate commercial relations existing between the city of St. Louis and the section of country tributary to the "Southwestern Railway System," and an explanation of the various abstract questions involved in the so-called *railroad problem*, it is right to state that the resources of each factor, so to write, in this powerful railway combination will be described separately and in the same order as was observed in the previous record of mileage, etc., at the commencement of the book. The general conclusions naturally deducible from these individual descriptions will be subsequently summarized with the view of demonstrating that this system, whether viewed from the standpoint of natural resources, or the improvements of art and mechanism which have been introduced to supplement the advantages conferred by nature, is in the highest degree symmetrical, and worthy of the greatest admiration. Following out this plan, reference will be made in the first place to the Missouri Pacific Railway, which, while it may be appropriately considered the *radix* of the whole system, has given to it a generic nomenclature. This railway, although originally designed to traverse the State of Missouri from East to West, and to form a link in the late Senator Benton's plan for a transcontinental Pacific railway, has been within the past few years well extended so as to command the trade, not merely of a direct east and west line across the State of Missouri, but also that of Eastern Kansas, of Southeastern Nebraska, and of almost the entire tier of countries lying south of the Missouri River, and more especially in Western and Southwestern Missouri. The original plan of the Missouri Pacific Railway was that it should run from St. Louis to the Southwestern boundary of the State, and surveys were accordingly made on that line, but this plan was subsequently changed to meet the views of certain interested parties, and to establish a direct rail communication between the State capital and its principal business centre; hence, when the construction of the railroad had reached Pacific (formerly Franklin) the present route via Jefferson City, Sedalia and Holden to Kansas City was selected. It may be noted here that although the inaugural movement for the construction of the Missouri Pacific Railroad was made in January, 1850, it was not completed to Kansas City until the fall of 1865, and to the Kansas State line until April of the following year. Fully sixteen years for work which the present appliances for securing rapid railroad building would not now occupy much more than two years. The railroad, however, constructed under such difficulties as were incidental to the financial panic of 1857 and succeeding years, and the general demoralization of labor and capital entailed, more especially on the State of Missouri by the war, developed, even in its comparative infancy, earning powers far in excess of the anticipations of its original promoters, and these earning abilities have increased year by year, so that to-day the Missouri Pacific Railway main line, with its various branches and lateral feeders may be considered



one of the most valuable railroad properties in this country. That it should have attained such a financial and commercial status, and under careful management developed such earning powers is, perhaps, extraordinary to some who are acquainted with the serious difficulties under which the State of Missouri labored for a long series of years in consequence of prejudices which had been aroused against the State in the East, and which had been kept alive for political purposes, but which were all the more difficult of removal, because they had no foundation in fact. And here it might be remarked that reasonable prejudices are readily changed or modified by reason, while opinions which are merely shadows of a sentiment and which never had any cause for existence, are difficult to be reached by argument. It is a fact, however, that for nearly fifteen years immediately succeeding the war, labor and capital were continually diverted from the State of Missouri, where they could have found a permanent and a remunerative home, to other localities which were less favored by nature, and which in many important respects, were not so eligible or so attractive. During these fifteen years no effort was made by the intelligence and wealth of Missouri to remove the mist of prejudice which brooded over what they knew to be one of the richest States in the Union, or to stem the tide of immigration which was continually flowing by and through her borders to Kansas, Nebraska, Colorado and Texas. Firm believers in the future destiny of their State, and the prospective commercial importance of the city of St. Louis, the inhabitants of that city and State assumed an entirely passive attitude, being confident that the superior merits of the State would be ultimately recognized, and that the convictions of truth would in due course of time efface the calumnies of political and sectional prejudice. Finally, however, the people of Missouri were led to recognize the fact that in the present era of progressive competition, something more than a passive attitude was necessary, and that active measures must be taken for the dissemination of reliable information about the State of Missouri, and for the advocacy of claims which, in consequence of being unknown, were liable to be slighted and ignored, hence, a society called the "Missouri Immigration Society" was formed with the avowed purpose of promoting immigration and inviting capital to the State by reliable publications which should make known its superior advantages and attractions. This society was to have no connection with any land agency, and was not to become pecuniarily interested in the sale of land, but was to furnish inquiring correspondents with the names of responsible persons in all sections of the State to whom inquiries concerning such matters should be addressed. In carrying out this programme this society has been eminently successful, and to-day, not merely the people of the Eastern States, but of England, Germany, and of the whole of Europe, know officially, that while Missouri can boast of mineral riches in the shape of lead, iron, copper, and coal, greater perhaps than any similar section of the world, its adaptation for the growth of all cereals, for stock raising and for the production of tobacco, hemp, and all kinds of fruits is truly remarkable; that its citizens, notwithstanding the sensational rumors about general lawlessness which were periodically, and it might be said, persistently circulated, were as law-abiding as those of any other State; that those who had been nurtured in the school of slavery, and who were universally credited with a deeply-rooted antipathy against the introduction of any foreign element into their midst, had cheerfully accommodated themselves to a new regime, and were manfully striving to make up for the losses which had been curtailed on themselves and on the State in consequence of its having been the battle-field for contending armies, and that lastly, the educational facilities were in most instances immeasurably superior to those of many other States in which

immigrants were invited to make their homes, while the climate was in every respect more salubrious, and nature responded more liberally to the drafts made upon her by the hard-working miner and the agriculturist. As has been above stated, the Missouri Immigration Society has been successful in an eminent degree; the tide of immigration through, and not into the State, has been stopped; the superior advantages of the city of St. Louis as a manufacturing and industrial centre, and of the State as a home for settlers are now generally recognized, and before many years roll round the population of the State of Missouri will be on a scale corresponding with its acreage, while the ratio will in all probability compare more than favorably with those of any other State east of the Mississippi River. From all these accretions of population, labor, and wealth, the Missouri Pacific Railway must derive considerable benefit.

It has been deemed advisable to allude thus generally to the causes which have conspired to retard the growth and development of the State, in the transportation system of which the Missouri Pacific Railway and its various lateral lines are such important factors, because the facts as above given are not generally known; and, if known, they have been carefully concealed by those who were pecuniarily interested in the growth and development of other sections of the country. The main line of the Missouri Pacific Railway, in its course from St. Louis to the Kansas State line, passes through the following counties: St. Louis, Jefferson, Franklin, Gasconade, Osage, Cole, Moniteau, Cooper, Pettis, Lafayette, Johnson and Jackson.

#### ST. LOUIS COUNTY,

Through which the Missouri Pacific Railway passes immediately after leaving its eastern terminus, contains an area of 560 square miles, or 358,400 acres, with a population, according to the last United States census, of 31,888 inhabitants, which is supposed to have increased by this time to 40,000. While a great portion of this country, especially in the vicinity of St. Louis, has been for many years appropriated for suburban residences and small garden farms, there are large estates in several sections of the county available for subdivision and settlement. The very best lands are held at prices varying from \$50 to \$150 per acre, but there are thousands of acres of medium-classed lands which can be purchased from \$10 to \$35 per acre. For those who appreciate the advantages of living within easy access of a large city like St. Louis, no better place of settlement could be offered than St. Louis County. In addition to the transportation facilities furnished by the railroads, the county has 280 miles of macadamized road; and as all these roads converge to the city, the producer has no difficulty in reaching an available market. All these roads, as well as the county bridges, are free, the cost of their maintenance being paid by an assessment of tax or ten cents on the hundred dollars. The lands of this county are specially productive, and while they are well adapted for general agricultural purposes, — as is evident from the following crop average: corn, 55 bushels; wheat, 20 bushels; winter barley, 50 bushels; hay, 3,000 pounds per acre, — the principal attention of settlers is directed to truck farming and fruit raising. There is no finer country for market gardening in the West, as the lands usually consist of easy slopes, with excellent drainage for successful gardening, and there are thousands of acres now in gardens, and all in the highest state of cultivation. The soil of St. Louis County and its exposures make it specially fitted for the culture of grapes and berries, for which the city of St. Louis always furnishes a good market. There are eighty-four public schools and school districts in this county, which now provide educational facilities for 10,000 children.

## JEFFERSON COUNTY,

Through the northwest corner of which the Missouri Pacific Railway runs, contains 650 square miles, or 416,000 acres, and a population of 18,736 inhabitants. About three-fourths of the land in the county may be considered arable, the remaining one-fourth, although too rocky for agricultural purposes, produces abundance of good grass, and is therefore admirably adapted for stock raising. The average yield of wheat may be placed at 15 bushels, and of corn at 30 bushels to the acre, but by careful cultivation the yield of corn has been increased to 75 bushels, and of wheat to 30 or 40 bushels per acre. Peaches, apples, grapes and all kinds of berries thrive luxuriantly, and are produced in great abundance for home consumption and a market. Farmers in this county who have made a specialty of stock-raising have found the pursuit very profitable, and there are several extensive dairies. There are large deposits of lead, zinc and hematite iron ore in Jefferson County, and the two former have been mined in paying quantities. A peculiar kind of clay has also been discovered, specially adapted for the manufacture of queensware, and the supply of which is claimed to be almost inexhaustible. Large shipments of this clay are now annually made to Pittsburg. Some of the lands in this county can be obtained at what might be considered, in view of their close proximity to St. Louis, nominal prices, and to German or Irish immigrants it should prove an attractive home, as fully one-third of the population is German or Bohemian, and there is a large admixture of Irish. The Germans and Irish are mostly on farms, and in the majority of instances satisfactorily prosperous.

## FRANKLIN COUNTY,

The next in order on the westward route of the Missouri Pacific Railway and through the northern portion of which the line runs, contains an area of 870 square miles, or 556,800 acres, of which one-third may be classed as mining lands, another third is under cultivation, and the balance consists of wooded or timber lands. The population, according to the United States census of 1880, was 26,534, and the county has 127 school districts, each supplied with good public school houses, in the success of which great pride is taken. To the miner or the farmer, as well as the manufacturer, Franklin County offers great attractions for settlement, to the first on account of the vast mineral resources, comprising lead, iron and copper, all of which can be mined easily and in paying quantities; to the second, because of the salubrity of the climate and the productive power of the agricultural lands — corn on the bottoms yielding 80 to 100 bushels per acre, and wheat on the uplands 15 to 25 bushels per acre; fruit also of all kinds yielding in great abundance; and to the third on account of the water-power furnished by the Meramec and Bobuense rivers, and their various tributaries, which power, when properly utilized, should render the county a great manufacturing centre. Large amounts of land are in market for sale at from \$1.50 to \$2.50 per acre for wild lands, and at \$8 to \$25 per acre for farms, with fair improvements. This is one of the best fields for immigration, because land is as cheap, and almost as plentiful as in the new territories, but the settler has the advantages of an easily accessible market, supplemented by schools, churches, and the best of society.



## GASCONADE COUNTY,

The next in order, through the whole northern portion of which the Missouri Pacific Railway is located, contains an area of 510 square miles, or 326,400 acres, with a population of 11,163 inhabitants, many of whom are Germans. The principal pursuit is agriculture, upwards of 60,000 acres being now under cultivation, and fully as many more being available for tillage, when the county is fully settled up, as it must be in the near future. Although the average annual crops of Gasconade County amounts to 400,000 bushels of wheat, 170,000 bushels of oats, 10,000 bushels of rye, 300,000 bushels of corn, 40,000 bushels of potatoes, 7,000 bushels of barley, 8,000 pounds of tobacco, and 25,000 pounds of wool; and, although; several hundred head of cattle, sheep and hogs are shipped yearly to market, land in this county is sold at from \$1 to \$50 per acre. For immigrants, especially those who come from the grape-producing countries of Europe, Gasconade County is peculiarly adapted, in consequence of the success which has attended grape culture there. It is estimated that fully 1,200 acres are now cultivated in grapes, yielding annually about 450,000 gallons of wine, which are disposed of for about \$325,000, and exported to all parts of the United States, as well as to Europe. There are also about 3,000 acres in orchards, which produce apples and peaches of rare quality and flavor. The educational and religious facilities in Gasconade County are good, there being 54 school districts, with substantial and commodious public school houses, and an average attendance of between 2,500 and 3,000 scholars. There are also 32 churches.

## OSAGE COUNTY

Contains 580 square miles, or 371,200 acres of territory, with a population, according to the United States census returns for 1880, of 11,824 inhabitants. The county is well timbered, and while the principal occupation is farming, many persons engage in the highly profitable business of converting the timber into railroad ties for use on the woodless prairies of the far West. It may be estimated that fully 200,000 ties are sent out of this county in the year; and the supply along the Osage River is almost inexhaustible. The valleys are exceedingly productive, and large crops of wheat, corn and oats, specially of the latter, are raised annually. There is also a considerable trade in cattle and hogs, which find a ready market at St. Louis. Apples, peaches, pears and plums are cultivated extensively, and there are large vineyards from which a superior wine is produced. There are some villages in the county whose inhabitants are entirely German, while a town called Dauphine, on the line of the Missouri Pacific Railway, has a population entirely French. Educational facilities are good, and large blocks of land are open for settlement at fair and reasonable prices.

## COLE COUNTY,

Which, from its central location, has sometimes been termed the pivotal county of the State, has an area of 400 square miles, or 256,000 acres, with a population of 15,575 inhabitants. While this county has doubtless obtained a certain prominence from containing the capital of the State of Missouri, it can also claim the special attention of settlers, in consequence of its superior agricultural and timber resources. Upwards of 60,000 acres are now under a high state of cultivation, producing annually large crops of wheat, corn, oats and hay, estimated to be fully

worth \$900,000. It is also estimated that ties worth \$100,000 are shipped yearly from Cole County. There are about 180,000 acres of unimproved land in the county, which can be purchased at prices varying from \$2 to \$12 per acre, according to location, and this unimproved land could be readily turned into 2,000 farms, the settlers on which would increase the population fully 10,000. It is claimed that this county is specially adapted to sheep raising, and it is known that fruit culture yields a very handsome profit. In the southwest portion of the county there are rich lead deposits; pockets of good bituminous coal are also found, but mining has never been carried on on an extensive scale, hence its paying qualities are not known. Every part of the county is well provided with public schools, the attendance at which is regular and large.

#### MONITEAU COUNTY.

Leaving Cole County, the Missouri Pacific Railway passes into Moniteau County, containing an area of 430 square miles, or 275,200 acres, with a population of 12,346 inhabitants, and traverses it from east to west. As the larger portion of the county is on an elevated plateau, between the Osage and Missouri Rivers, malarial diseases are almost entirely unknown, and it is claimed that few, if any, sections of the State have such a rare combination of fertile soil and extraordinary healthfulness. The soil produces large crops of all the cereals and fruit, but special attention has been paid to stock raising and breeding of sheep, of which fine breeds have been introduced, and thrive well. There are also rich deposits of lead and iron, but mining has never yet been followed systematically. In the near future, however, great wealth will be derived from developing the valuable ore beds which are found in the eastern portion of the county. There are many lands in Moniteau County for sale at prices ranging from \$5 to \$6 per acre. These lands are unimproved. The very best improved lands, near railroad stations, with fair houses, barns and fences, can be purchased at from \$15 to \$20 per acre; several miles from the railroad stations, farms equally well improved are sold for \$10 per acre. The educational facilities are fully equal to the average throughout the State, and taxes are light, a great desideratum to new settlers.

#### COOPER COUNTY,

Through which the main line of the Missouri Pacific Railway and the Boonville Branch are located, has an area of 560 square miles, or 358,400 acres, with a population of 21,596 inhabitants. It is claimed that this county, so far as agricultural resources are concerned, is one of the richest in the State; and that the crops of cereals, hay and fruit cannot be surpassed anywhere. It is also known that Cooper County ranks fifth in the State, according to its size and population, for stock raising, and heavy shipments of cattle, horses, sheep, mules and hogs are annually made to St. Louis, while special attention is now paid to breeding fine stock, some of which has already gained a deservedly wide reputation. The average price of the improved and cultivated lands is from \$10 to \$20 per acre, and of the uncultivated lands from \$5 to \$10 per acre, but small farms can be rented in the best agricultural districts for from \$2 to \$3 per acre, or for one-third of the crop. From the superior transportation facilities enjoyed by Cooper County, the character of her soil, and the religious and educational advantages, it may be safely said that she offers unrivalled inducements to immigrants. Her extensive forests, broad prairies, valuable mines of coal, fertile soils, numerous streams, genial climate, and varied resources offer comfort and plenty to the industrious and deserving of every clime and every pursuit.

## PETTIS COUNTY

Contains an area of 680 square miles or 415,200 acres with a population according to the census of 1880 of 27,271 inhabitants. This county was one of the first settled in the State and possesses a soil which cannot be surpassed for fertility, while 25 per cent of the lands are covered with a rich growth of timber. The whole country is well watered. The main line of the Missouri Pacific Railway traverses Pettis County from east to west, but the Lexington Branch and Warsaw Division both diverge from the main line at Sedalia. The one running north to Lexington, in Lafayette County, 55 miles, and the other to Warsaw in Benton County, 42 miles from Sedalia. Few counties in the State furnish more freight to a railroad, in the shape of agricultural products and stock than Pettis County and the number of car loads sent over the Missouri Pacific Railway will amount to more than 4,000 annually, of which 25 per cent will be stock, and fully 50 per cent cereals. There are a great many lands in Pettis County available for settlement, and it is claimed, that, considering the conveniences for transportation, which the county enjoys and its abundance of timber for fuel, fencing and building purposes, also for general fertility of its soil these lands are as cheap as any in Kansas or Texas. Of course the price will vary according to location and other circumstances, but in every instance the lands purchased will be easy of cultivation, and will pay a very handsome return upon the original investment.

## LAFAYETTE COUNTY,

Through which the Lexington Branch of the Missouri Pacific Railway runs en route from Sedalia to Lexington, has an area of 630 square miles, 403,200 acres, and a population of 25,710 inhabitants. Of the lands in Lafayette County 315,000 or more than 70 per cent are improved farms, while 60,000 acres or about 15 per cent are well timbered. The improved lands are held at \$25 per acre, but improved lands can be purchased at prices ranging from \$5 to \$12 per acre. In good years the county will ship 300,000 bushels of wheat, 950,000 bushels of corn, about 6,000 head of cattle, and 30,000 hogs, fully two thirds of which are shipped to St. Louis over the line of the Missouri Pacific Railway. By common consent this portion of Missouri is admitted to be one of the finest fruit-growing countries in the world. Apples, peaches, and all kinds of orchard fruit grow luxuriantly, while grapes are especially suited to the soil and climate. The country derives a large and annually increasing revenue from the sale of fruits as available markets surround it at convenient distances. In addition to its cheap lands, which are available for agricultural purposes, and stock raising, nearly every portion of the county is underlaid with valuable coal deposits, which can be easily and economically mined, and which are now worked in such a manner as to make Lafayette County ship more coal than any other county in the State. Immigration to this county is specially invited, and it is claimed, with apparent justice, that there is no more desirable country in the West for those in search of homes, where their children may have the refining influences of education and of society, and where the man of small capital supplemented with energy, can build up a happy home.

## BENTON COUNTY.

The principal town of which is Warsaw, — the Warsaw division now runs — contains an area, according to the last census, of 750 square miles, 480,000 acres, with

a population of 12,896 inhabitants. The Osage River runs centrally through the county, and the greater portion of the land lying north of the river is prairie of excellent quality, while that lying south is more hilly and broken; but still remarkably productive. Unimproved lands can be purchased at from \$4 to \$8 per acre, and improved farms at from \$5 to \$20 per acre, but a large quantity of land is subject to entry and pre-emption at the government price of \$1.25 per acre. This county should be an attractive field for immigration, because in addition to the general fertility of the soil, and the general adaptation of the country for raising superior stock, the minerals, and timber are such as to give Benton a first rank in the State for those specialties. It is claimed that the lead mined along the Osage River and its tributaries is of a soft quality, commanding the best price in the market, while the iron ore consists of the finest qualities of blue specular, red and brown hematites. The timber in the river and creek bottoms is practically inexhaustible, consisting mainly of walnut, hickory, ash, maple and all kinds of oak. As the abundance of lumber for fuel and manufacturing purposes renders coal mining a surplusage, the superior beds of stone coal, which are known to underlie considerable portions of the county are not worked to any extent. The people of this county invite immigration, and proffer to all new comers, not merely a hearty welcome but the advantages of good society, in which there is a large German element, and educational facilities fully equal to any in the State.

#### MORGAN COUNTY,

Into which the Boonville branch from Tipton to Versailles has been extended, contains an area of 650 square miles, 416,000 acres, and a population of 10,132 inhabitants. No county in the State offers greater inducements to the honest, industrious and thrifty immigrant than Morgan County, because all the farms are contiguous to timber land, and there are immense ranges of wild pasture land, on which large herds of stock are annually raised and shipped to the St. Louis market. Large numbers of horses and mules are also marketed yearly from this county. Minerals are found in great profusion, and there is not a township in the county where lead has not been discovered in paying quantities. It is also known that in certain localities there are valuable mines of cannel and bituminous coal, but they have never yet been systematically worked. The people are thrifty and industrious, representing almost all nationalities, but in some sections the German element preponderates. Morgan County has also become a favorite home for the religious denominations of Mennonites and Dunkards, the sobriety and industry of these last named, notwithstanding their religious eccentricities, always render them a valuable acquisition to any community. Unimproved lands in Morgan County range from \$2 to \$5 per acre, while the price of improved farms varies from \$5 to \$25 per acre, according to location and the quality of improvements.

#### JOHNSON COUNTY,

Into which the main line of the Missouri Pacific Railway passes, after leaving Pettis County, has an area of 800 square miles, 512,000 acres, with a population of 28,172 inhabitants. The surface of the county is gently undulating, and prairie lands predominate, but along the streams considerable timber land is found, representing perhaps a fifth of the whole area of the county. The coal measures in Johnson County are very valuable, and the mineral is found almost everywhere at a depth below the surface varying from 5 to 100 feet, and in veins averaging 3 feet in thickness. There are also large quarries of a superior

sandstone, which are easily worked, and the product of which is shipped to St. Louis for building purposes. This stone hardens on exposure to the air, and has now become a highly important factor in the general traffic of the Missouri Pacific Railway Company, between 1,000 and 1,500 cars being forwarded annually over the road. Although good farms, with fences, outhouses and buildings, bear a price of from \$15 to \$20 per acre, wild lands can be obtained at from \$5 to \$8 per acre, and there are few counties in the State where intending immigrants can find a better home, in consequence of the accessibility of a market and the superior educational facilities.

### JACKSON COUNTY,

In which Kansas City, the second largest city in the State is situated, has an area of 600 square miles, 384,000 acres, and a population of 82,325 inhabitants. About two-thirds of the county are in a high state of cultivation, and the products per acre testify unmistakably to the general fertility of the soil and the high character of the farming. Great attention also has been paid to stock raising and to the introduction of fine breeds of sheep and cattle. In consequence of their vicinity to Kansas City lands in Jackson County are mostly held at a high figure, the prices ranging from \$5 to \$50 per acre, according to the character of the improvements, but the high wages are paid for all classes of skilled labor should attract considerable immigration, and incomers can rely upon being able in every instance to secure a good home for themselves in the event of their desiring to make Jackson County their permanent home.

Since the present management obtained control of the Missouri Pacific Railway it has built what is known as the "Lexington and Southern Division," extending from Pleasant Hill, in Cass County, through Cass, Bates, Vernon, Barton and Jasper Counties to Joplin, a total distance of 133 miles.

### CASS COUNTY,

In which the "Lexington and Southern Division" diverges from the main line, has an area of 690 square miles, 441,600 acres, and a population of 22,431 inhabitants. The surface of the country is generally gently rolling, and nearly all of it is susceptible of cultivation. So emphatically is this true, that is frequently remarked by those who are most conversant with the surface condition of the country, that it would be difficult to find a quarter section of land within its limits upon which a reasonably good farm could not be made. Excellent crops are produced, and when land has been properly prepared the average yield of wheat is fully twenty bushels per acre. Owing to the fact, that many of the immigrants to the State invested in lands beyond their means, there is at this time a large amount of indebtedness, making necessary in very many cases, the sale of landed property. This state of affairs is causing land to sell for much less than its intrinsic value, and the superior advantages of climate, location, etc., must naturally attract a larger immigration.

### BATES COUNTY,

The next in order traversed by the Lexington and Southern Division in its route south, has an area of 900 square miles, 576,000 acres, with a population of 25,381 inhabitants. The country is mostly high, undulating prairie, with a small portion of low, flat land along some of the streams, and as the soil is underlaid

with limestone, its fertility cannot be surpassed by that of any country west of the Mississippi River. It is well adapted to the growth of all kinds of grass, hence stock raising is an important industry. Large crops are also raised of corn and all other kinds of cereals, but the principal feature of Bates County is its coal area. Fully 100 square miles are underlaid with a coal vein near the surface, averaging five feet in thickness and of a very superior quality. Professor Broadhead in his geological survey claims that this coal basin contains 5,397,748,857 tons of merchantable coal. Good unimproved farming lands can be obtained in Bates County at present from \$5 to \$10 per acre, but as there is a constant immigration of good substantial citizens to this section of Missouri, the population having increased more than 60 per cent within the past decade, but a few years will elapse before the whole country is brought under cultivation, and the price of land will then be considerably enhanced, hence the present opportunity must be availed of if settlers are desirous of obtaining cheap homes and valuable properties.

#### VERNON COUNTY,

Through which the "Lexington and Southern Division" runs after leaving Bates County, contains an area of 830 square miles, 531,200 acres, with a population of 19,369 inhabitants. The whole surface of the country is rolling and undulating, with about one-fourth timber to four-fifths prairie. The water courses are remarkably well distributed over the whole country, the bottoms of the larger streams are generally wide, but the prairies are small, so that it is impossible for any one to locate over three or four miles from timber. Immense beds of coal underlie the whole country, and is now being mined extensively, the veins being from eighteen inches to seven feet in thickness. This enormous coal field containing, according to the geographical report of Professor Broadhead, 2,650,816,250 tons of marketable coal must eventually prove a great source of wealth when appropriate transportation facilities have been furnished by the construction of other railroads. Iron ore is found in various localities, but has not yet been worked to any great extent. Stock raising should be a profitable business in Vernon County as there is an almost unlimited range of wild land where cattle can be pastured free of charge, and where a large supply of hay can be stored for winter use at a nominal expense. The unimproved lands can be bought in Vernon County from \$4 to \$10 per acre, prices varying according to quantity and distance from railroad stations. The improved lands vary in price according to the amount and value of improvements. There is a large field here for immigration, and settlers may rely on obtaining there all the conveniences of education and society which can be found in older settled sections of the country.

#### BARTON COUNTY,

Which lies immediately south of Vernon County, and is traversed by the Lexington and Southern division of the Missouri Pacific Railway, contains 580 square miles of territory, 371,200 acres, and a population of 10,332 inhabitants. No county, perhaps, in Southwestern Missouri presents more inducements for immigration than Barton County in consequence of its being the centre of a rich farm, grazing, fruit and mineral region, the climate being unexceptionable and there being a good supply of timber and coal, supplemented by superior lime and sandstone for building purposes. Barton County is especially noted for its production of "winter wheat," which may be practically considered a staple, and the land, when properly managed will give an annual return of at least 20

bushels per acre. With reference to the climate of Barton County, a Western writer pronounces it as "a benediction. It has the mildness of Middle Virginia and of Central Kentucky without their humidity. The winters are generally dry and open, with but little snow. Young stock of all kinds run at large in the bottoms during the whole winter. The summer is long and warm, but with cool, refreshing nights. While the rainfall is ample, it must yet be remembered that the climate is naturally dry, and the west winds dissipate whatever malaria may be caused by decayed vegetation, and there are no swamps or marshes to breed fever." Abundance of good land, supplemented by good churches and schools, can be purchased in Barton County at from \$4 to \$7 per acre — the price being considerably less than similar lands would fetch in Nebraska, Kansas or Minnesota. Prospective emigrants would do well to verify these representations about Barton County in Southwestern Missouri before selecting a permanent home.

### JASPER COUNTY,

In which the present terminus of the Lexington and Southern division is situated, has an area of 680 square miles, 435,200 acres, with a population of 32,019 inhabitants. All the northern division, and the larger portion of the southern division, are susceptible of a high degree of cultivation, the former being mostly prairie and the latter being largely timbered. The timbered lands comprise about one-fourth of the whole area. Coal of good quality is found in the northwestern and western parts of the county, and is sold and delivered at from ten to twelve and a half cents per bushel. All kinds of agricultural products and of live stock flourish remarkably in Jasper County, and, while corn is a leading staple — nearly two million bushels being annually shipped — winter wheat is fast assuming a similar proud position, and very heavy shipments are now made annually to St. Louis and other markets. There was some mining done in Jasper County prior to the war, but it was not until 1872 and 1873 that the discoveries were made which led to their present importance. The southern and southwestern parts of Jasper County contain mines of lead and zinc ore, which are apparently inexhaustible. For this rich and important mineral district, Joplin may be considered the business centre, and its growth has been remarkable. Some idea of the mineral resources of Jasper County may be formed from the fact that for several years past the State of Missouri has furnished more than one-half of the lead production of the whole United States, and that for the last few years this mineral district has provided more than one-half of the lead production of the State of Missouri, and three-fourths of all the zinc manufactured in the United States. This mineral district is heavily timbered. There are now in Jasper County 20,000 acres of mineral lands undeveloped, upon which there are constantly new discoveries of ore, and over 200,000 acres of unimproved land, mostly of good quality and susceptible of a high state of cultivation, and upon which a great number of people can secure healthy and prosperous homes or paying mines, at prices ranging from \$5 to \$10 per acre. Good farms, with good to medium and cheap improvements, can be purchased at from \$12.50 to \$25 per acre. Jasper County can readily sustain an agricultural population three times as large as that she now has, and a mining and manufacturing population fifty times as large without any inconvenience.

Reference will now be made to the resources of the counties in the State of Missouri, through which the Missouri Kansas and Texas Railroad, now operated as the "Kansas and Texas division," is located.

The northern terminus of this division is at Hannibal, in Marion County, which contains an area of 420 square miles, 268,800 acres, and a population, ac-

cording to the census of 1880, of 24,837 inhabitants. About forty per cent of the land is prairie, and of the other sixty per cent, all of which was well timbered, thirty per cent or one-half has been cleared and brought under cultivation, while the other half, thirty per cent of the whole, remains in its primal condition, and is open for settlement. The soil of Marion County is well adapted for agriculture, especially for the cultivation of wheat and corn, as is evidenced by the fact that the former, when grown for forty years in succession on the same ground, produces, without artificial manure, from twenty to forty bushels per acre, while the latter often gives a yield of ninety bushels shelled corn to the acre. This country is well adapted for the cultivation of blue grass; hence, stock raising has become a favorite pursuit, and fully 1,600 car loads of fat cattle and hogs, together with about 300 cars of horses and mules, are annually shipped to a market. Unimproved lands in Marion County can be purchased at from \$5 to \$10 per acre, and improved farms at prices varying from \$10 to \$40 per acre.

### MONROE COUNTY

Contains 650 square miles of territory, 416,400 acres, with a population of 19,011 inhabitants. Originally about two-thirds of this country was timber land, and the balance prairie; but the timber land has been extensively cleared and brought under cultivation, there is abundance, however, left to meet the demands for building and farming purposes. The soil is well adapted for the growth of cereals and grasses, and if it is plowed deeply with a suitable rotation of crops, the yield is in every instance large. Great attention is paid to stock raising, and it is claimed by experts, that the character of the stock shipments is unsurpassed, and that they always command the highest market price. The county is well supplied with schools and churches; land, however is held at low figures, the prices ranging from \$10 to \$20 for the best improved, and much lower for unimproved lands per acre.

### RANDOLPH COUNTY

Contains an area of 470 square miles, 300,800 acres, with a population, according to the last census, of 22,751 inhabitants. The land is rich and of great productive qualities, all the small grains, corn, tobacco and fruits, when properly cultivated, yield large crops, but it is in the growth of timothy and clover that Randolph County specially excels, and blue grass has a natural growth, which furnishes admirable pasturage for the large herds of cattle which are annually shipped to a market, and from the superior condition of which Randolph County has, for many years, obtained an enviable notoriety. Farms can be purchased at various prices, ranging from \$5 to \$25 per acre, according to the location improvements, etc., and unimproved lands much cheaper. Settlers will find every facility in Randolph County for education.

### HOWARD COUNTY,

Through which the Kansas and Texas division passes from north to south en route to Boonville, has an area of 450 square miles, 288,000 acres, with a population of 18,428 inhabitants. The lands of Howard County are divided into bottom lands and uplands, the bottom lands, which comprise those parts of the county which are contiguous to the Missouri and Moniteau Rivers, and other streams are generally level and exceedingly fertile, producing immense crops of corn, wheat and hemp when grown; the uplands are high and beautifully undu-



lating, the soil being admirably adapted for the growth of cereals and tobacco, which is a specialty of Howard County; considerable attention is paid to stock raising, and more especially to sheep culture, as the naturally high and rolling country, with sweet, rich grass furnishes admirable pasturage, and the equable climate, with entire absence of diseases common to sheep, such as scab and foot rot, ensures a good clip of wool. It is claimed that Howard County is well adapted for the growth of grapes and the manufacture of wine, and that owing to the face and formation of the county blight and other banes of the vineyard are practically unknown. There are thousands of acres in this county, especially well adapted to the vineyard, which can be bought for \$3 per acre. To those immigrants who come from the wine-producing regions of Southern and Central Europe, these features of Howard County should be very attractive, as a home with all the accessories of good schools can be obtained at such a reasonable figure.

#### COOPER AND PETTIS COUNTIES

Have been described above, in connection with the main line of the Missouri Pacific Railway.

#### HENRY COUNTY,

Into which the "Kansas and Texas Division" passes, after leaving Pettis County, contains an area of 760 square miles, with a population of 23,906 inhabitants. The county was first settled in 1830 and in 1857 all arable lands remaining unentered were taken up either by settlers or by residents for the purpose of speculation. At the present time not 15,000 acres of arable land remain unimproved in the hands of the patentees, but any immigrant can purchase a good home at prices ranging from \$10 to \$20 per acre. The soil and climate are well adapted to raising all the cereals and fruits, also to permit of stock raising, in which the settlers have taken great interest, as is evidenced by the pure breed of cattle, horses, sheep and hogs, which are found everywhere throughout the county, notwithstanding, apple orchards are in comparative infancy, the annual product in a good year averages more than a million bushels, and peaches are equally productive. This may be considered *par excellence* the home of the grape, and unrivalled crops of the choicest fruit are produced; among the various kinds the Concord grape is found to attain the greatest perfection here. The lower coal measures are found exclusively in Henry County, and there are at least 250 square miles underlaid with six and a half feet of coal, while 150 square miles have veins underlying them of from ten and a half to twelve feet. There is little doubt that in the course of a few years manufacturing industries will respond to the cheapness of coal, and the county will become famous in the State for its varied manufactures as well as for its agricultural products.

#### ST. CLAIR COUNTY,

Through the northwestern corner of which the Kansas and Texas Division runs has an area of 690 square miles; 441,600 acres and a population of 14,125 inhabitants. The country is broken and hilly east of the Osage and Sac Rivers, but west of the Sac River and north of the Osage, the rough country is quickly lost in the magnificent prairies which, unbroken, stretch for hundreds of miles into Kansas. The climate is salubrious, and the soil well adapted for the growth of corn and all the cereals. Winter wheat averages here 25 bushels to the acre, while corn is equally productive, and both find at all times a ready market.

Grapes and all kinds of fruits yield abundantly and the growth of grasses, both natural and artificial is so luxuriant that the live stock on the various farms is always in good condition and special attention is consequently paid to raising all descriptions of live stock. Neither is St. Clair County by any means deficient in mineral resources; and it is claimed by many that for deposits of rich lead, iron ore and coal it ranks fully equal to any in the State of Missouri. The coal is found north of the Osage River, and is claimed to be of a superior quality while the deposits are practically inexhaustible. There are considerable quantities of land available for settlement, which are held at the following prices. Unimproved prairies from \$3 to \$10 per acre; improved land from \$10 to \$40 per acre; unimproved timber land from \$1.25 to \$10 per acre; improved bottom land from \$10 to \$35 per acre; average cost of unimproved land \$5 per acre, average improved land \$15 per acre. So far as schools are concerned the county is amply supplied, but the facilities for obtaining an education are daily becoming greater.

#### VERNON COUNTY,

Through which the Kansas and Texas divisions runs en route to Fort Scott has been described above in connection with the "Lexington and Southern Division" of the Missouri Pacific Railway.

#### ST. LOUIS, IRON MOUNTAIN AND SOUTHERN RAILWAY.

The line of this railway which is part of the Missouri Pacific System; on leaving St. Louis passes first through St. Louis and Jefferson Counties, a full description of which has been above given and then runs into

#### WASHINGTON COUNTY,

Which contains an area of 800 square miles, 512,000 acres, with a population according to the last United States census of 12,896 inhabitants. The surface of this county is broken and hilly, but the climate is mild and healthful. The soil of the valley and bottom lands is a rich black loam, fine for corn and grasses, while the uplands are a clay loam, well adapted for the cultivation of wheat, oats, tobacco, and fruit. There are large bodies of timber land covered with a rich growth of pine, oak, hickory, maple, elm, etc. These timber lands can be purchased at prices ranging from \$1 to \$10 per acre, and a ready market can always be found for the product. There are large deposits of lead, iron, zinc, etc., and the working of the various mines gives employment to fully one-half of the population, and at the same time creates a home market for the farm products. The water power of the county cannot be surpassed, and it is extensively utilized for manufacturing purposes. The resources of the county may be inferred from the following record of shipments during a year: 14,462,402 pounds of lead; zinc, 51 cars; tiff, 267 cars; wheat, 80 cars; cattle, 25,000 head; horses, 275 head; hogs, 40 cars. Unimproved property is held at prices varying from \$1 to \$15 per acre; and improved farms, at from \$5 to \$30 per acre, according to location and character of improvements.

#### ST. FRANCOIS COUNTY,

Into which the St. Louis Iron Mountain and Southern Railway passes after leaving Washington County, and at Bismarck, a town in which the Belmont

branch diverges from the main line, contains an area of 400 square miles, 256,000 acres, and a population of 13,822 inhabitants. The general surface of the county is undulating, and excellent crops of all cereals and grasses are produced on the 75,000 acres, nearly one-third of the whole county, which are now under a high state of cultivation. Tobacco has also been raised to advantage, the yield being from 400 to 1,000 pounds, of a very excellent quality, to the acre. There is very little prairie in this county, and the bulk of the land is heavily timbered; black and white walnut, the various kinds of hickory, oak, maple and elm being the principal varieties. For wagon and stave timber and farm machinery, the hickories, oak and ash are in almost inexhaustible quantities, and with cheap transportation, there is always a ready market at St. Louis. It is claimed that the hickory timber found here is superior to any in the United States, and it is known that the average yield of cord wood is between 35 and 40 cords per acre. Nearly two-thirds of St. Francois County are rich in mineral deposits. Iron and lead are principally worked, but zinc, nickel, barytes and micaceous iron are also found in paying quantities; and there are traces of silver, copper and cobalt. The world renowned formation—the Iron Mountain—220 feet in height, and covering fully 500 acres, is limited to this county. It is presumed to be one of the largest and richest iron deposits in the world, and the works there give employment to more than 800 men. The famous St. Joseph and Des Loge lead mines are situated in this county, the former has been in successful operation for more than 22 years, while the latter is now entering on the 7th year of its development. There are also a large number of other smaller but equally remunerative mining enterprises; also in the southern portion of the county fine quarries of grey and red granite, for the output of which there is a ready market in St. Louis.

#### BOLLINGER COUNTY,

Through which the "Belmont branch" runs en route south, has an area of 540 square miles, 345,600 acres, and a population of 11,130 inhabitants. The general surface of the country is broken, though not rough or mountainous, and the lands are usually susceptible of cultivation. Wheat ranges from 10 to 30 bushels per acre; corn 40 to 75 bushels; oats 25 to 60 bushels per acre, while rye and barley flourish equally well. Every variety of clover and grasses is easily cultivated, while blue grass and timothy may be classed as almost indigenous. These statistics prove conclusively the general productiveness of the soil, and careful farming will in every instance guarantee a fair average crop. The timber is good in quality, and comprises oak, hickory, ash, walnut, poplar and the pine varieties. Great attention is paid to fruit raising in Bollinger County, and large profits are derived from the sale of peaches, the net return being sometimes as high as \$230 per acre. Iron, lead, kaolin, manganese, zinc and building stone exist in large quantities, but the mines have never as yet been systematically worked. When they are, Bollinger County must take a first rank among the iron producing counties of Southeast Missouri. Lands can be bought at prices ranging from \$10 to \$15 per acre, and are all adapted for some kind of agricultural use. Hundreds of acres are held in readiness for sale, and immigrants can go nowhere in the State of Missouri with fairer hopes of obtaining what they want on liberal and easy terms than in Bollinger county.

#### CAPE GIRARDEAU COUNTY,

Through the southwest corner of which the "Belmont Branch" runs, contains an area of 540 square miles, 345,600 acres, with a population of 29,998 inhabi-

tants. The surface of the land is varied and uneven, and in some parts hilly, but the greater portion lies in excellent position for cultivation. About one-fourth of the country is in a high state of cultivation, and there are fully 90,000 acres of land for sale which can be bought at from \$2 to \$10 per acre for unimproved; and at from \$5 to \$30 per acre for improved land, the price of the latter being materially governed by location and character of the improvements. The mineral resources of the county are almost wholly undeveloped, but lead and iron are known to exist in paying quantities and large shipments of kaolin are annually made by river to Cincinnati and Pittsburg. A very superior quantity of lime is also made at the extremely low cost of 45 cents per barrel. More than 10,000 barrels were shipped last year. The flouring mills of Cape Girardeau County have gained a world-wide reputation in consequence of the fine quality of their flour; one mill having gained the first prize at the general expositions of Vienna, Paris and Philadelphia. Five of the flouring mills purchase annually 500,000 to 600,000 bushels of wheat, all of which are grown in the county, and are about one-half the total product. As the county has fine educational facilities, immigrants will find Cape Girardeau County an attractive home.

#### SCOTT COUNTY,

Through which the St. Louis, Iron Mountain and Southern Railway runs from northwest to southeast, contains 440 square miles of territory, 281,400 acres, with a population of 8,589 inhabitants. While the general surface of the county is hilly and broken upland, the soil from being heavily impregnated with lime, is admirably adapted for the growth of wheat, large crops of which are annually shipped to St. Louis. Considerable attention has been paid in late years to stock raising, and dairy farming has been found extremely profitable. The cultivation of water-melons is a specialty of this county, and more than 100 cars are shipped annually from one station, while others are large contributors to the St. Louis market. The prices of land in Scott County are very reasonable, improved farms being purchasable at from \$10 to \$25 per acre. While the land department of the railway company has large blocks of land for sale at prices ranging from \$2 to \$5 per acre. Immigrants with or without capital can succeed well in Scott County. The latter class especially can secure wild lands on such terms, as in the course of four years will constitute them the owners of it, and all from their own labor, and while they are building up these homes they have all the advantages of modern civilization in the shape of schools.

#### MISSISSIPPI COUNTY,

In which Belmont, the southern terminus of the "Belmont Branch," is situated has an area of 430 square miles, 275,200 acres, with a population of 9,270 inhabitants. The soil rivals in fertility the far-famed valley of the Nile, and the productions are corn, oats, wheat, rye, sugar cane, tobacco, potatoes, etc. The yield of corn is from 40 to 130 bushels per acre, and that of wheat from 20 to 55 bushels per acre. Apples, pears, quinces and plums do well, and it may be considered the special home of the peach and the smaller fruits such as currants, gooseberries, raspberries and strawberries. The "Cairo branch" runs from Bird's Point (opposite Cairo) southwesterly through the county, intersecting the "Belmont Branch" at Charleston. Lands generally are cheap, unimproved lands \$1 to \$5 per acre; good improved farms from \$5 to \$50 per acre, according to location and improvements. This is in every respect the poor man's par-

adise, a mild climate, a warm, rich soil, easily worked, land cheap and markets convenient with abundance of fish and game.

#### STODDARD COUNTY,

Through which the "Cairo Branch" runs en route to its connection with the main line at Poplar Bluff, contains an area of 850 square miles 544,000 acres, with a population of 13,431 inhabitants. Notwithstanding the genial salubrity of the climate and the special adaptation of the country for general agricultural purposes, fruit raising and stock raising, only about one-tenth part of the county is now under cultivation, and there is great room for immigrants who can obtain lands unimproved at prices ranging from \$3 to \$5 per acre, while improved lands are held at double the above price. The railway company owns 30,000 acres of good uplands in Stoddard County, and they must in the near future attract settlement, as so many inducements are offered, and the settler knows that the rate of taxation is very low, not amounting to more than 2 per cent on the assessed valuation.

#### IRON COUNTY.

The main line of the St. Louis, Iron Mountain and Southern Railway, after leaving Bismarck, St. Francois County, runs into Iron County, containing an area of 550 square miles, 352,000 acres, with a population of 8,183 inhabitants. This county derived its nomenclature from the immense iron deposits situated at Pilot Knob and Iron-ton. It also boasts of superior granite quarries, the product of which is considered fully equal to the Scotch granite, and for which there is a constant demand in the city of St. Louis. The great elevation of this region renders it superlatively healthy, and there is an entire freedom from those local diseases of malaria with which this section of the West is generally credited. While the broken character of Iron County unfits it generally for agricultural purposes, the luxuriant grasses render it a fine field for stock raising, and consequently large shipments of live stock are annually made to St. Louis. Lands, both wild and improved, are cheaper in this region than in any other portion of the Union, quality and advantages considered. Improved lands can be purchased to-day in Southeast Missouri, within 150 miles of St. Louis, at less cost than prairie lands 500 miles distant in Kansas and Nebraska.

#### WAYNE COUNTY,

Through the western part of which the main line of the St. Louis, Iron Mountain and Southern Railway runs for a distance of nearly forty miles, has an area of 720 square miles, 460,800 acres, with a population, according to the census of 1880, of 9,096 inhabitants. The surface of the country is broken, and the land is chiefly of a limestone formation, which produces, when cultivated, beautiful crops of corn, oats, wheat, rye, tobacco, and the various grasses. Wayne County is known to be rich in iron ore, and its timber supply is practically inexhaustible, consisting chiefly of yellow pine, white oak, ash, hickory, black walnut, and other hard woods indigenous to the Ozark range. Land is low, and within the reach of any man who is honest and industrious, and who realizes the advantages of a cheap home, a salubrious climate and superior educational facilities. Leaving Wayne County, the main line of the St. Louis, Iron Mountain and Southern Railway passes into

## BUTLER COUNTY.

Which contains an area of 580 square miles, 371,200 acres, with a population of 6,011 inhabitants. The whole country is well watered, and, although there are four grades of land found in the county, varying from the low bottoms of the rivers and creeks to the hilly upland, every grade will, when properly cultivated, yield bountiful crops. Perhaps no country in the West excels Butler County for the variety and quality of its timber. Pine, poplar, ash, walnut, hickory and cypress are found in great abundance, and a heavy lumber trade has been built up with St. Louis under the liberal policy of the St. Louis, Iron Mountain and Southern Railway Company. There is a large amount of land for sale, Butler County owning 20,000 acres, subject to entry at \$1.25 per acre. There is also some government land in the county, and the St. Louis, Iron Mountain and Southern Railway offers its fine acres at greatly reduced rates, while the Agricultural College is open to sell at \$2.50 per acre. The public school system is in a healthy condition, and new settlers will find all the advantages and facilities of a good education for the young members of their families. The climate may be pronounced on a par with the rest of the Mississippi Valley, and, although during the latter part of the summer and early fall there may be cases of intermittent and remittent fever, also, in the winter months, sporadic attacks of pneumonia, still, as a rule, those persons who are regular in their habits and diet, have comfortable homes and appropriate clothing, rarely if ever fall sick; a country is often blamed for the unpardonable follies and eccentricities of its inhabitants.

In thus giving the reader a true and correct description of the counties in the State of Missouri, which are directly tributary to the "Southwestern Railway System," the two counties traversed in part by the line to St. Joseph have been unintentionally misplaced. The omission is now rectified.

## PLATTE COUNTY

Contains an area of 410 square miles, 262,400 acres, and a population of 17,366 inhabitants. About one-fifth of the county is beautiful, undulating prairie, the soil of which cannot be surpassed for fertility; the remainder is heavily timbered in the various species of oak, hickory, walnut, etc. The whole county is well watered, and all the agricultural products in the shape of corn, wheat, oats, hay, barley, rye, hemp and tobacco grow luxuriantly; blue grass springs up spontaneously, where timber has been thinned out, and artificial grasses, as a rule, yield well. Stock-raising and fruit culture are sources of great wealth to Platte County, and of late years some fine breeds of animals have been introduced with marked success. The county is generally wealthy and well settled up, but good farms are in the market at from \$12.60 to \$30 per acre, according to the location and the character of improvements. To the immigrant, who has moderate means, Platte County offers many attractions in its superior railroad facilities, its accessibility to various markets, and its first-class educational institutions.

## BUCHANAN COUNTY,

In which St. Joseph, one of the termini of the Southwest Railway System in Missouri, is situated, contains an area of 420 square miles, 268,000 acres, with a population of 49,792 inhabitants. The first settlement of Buchanan County dates back to 1803, and for many years the county seat was at Sparta, in the

center of the county; but in 1846 it was removed to St. Joseph. The county is admirably diversified with hill and prairie, along the northwestern line there are wide bottom lands of unsurpassed fertility, while in the eastern and northern portions prairie predominates, interspersed with rich patches of timber, consisting mostly of oak, walnut, elm and maple. The agricultural products are corn, wheat, barley, rye, hemp and tobacco, with hogs and live stock. Grapes, apples, peaches and small fruit are raised extensively, and always find a ready market. The inhabitants of the county are, as a rule, wealthy, and consequently there is not much landed property for sale; but the immigrant, who wishes to make Buchanan County his home, can purchase improved farms at prices varying from \$10 to \$30 per acre, and on settling there he will discover that the educational advantages are of a very high order, and that the spirit manifested everywhere in behalf of learning indicates a just appreciation of a high social and moral standing.

The city of St. Joseph deserves more than a passing mention, if space permitted, because it is one of that triumvirate of cities which are notable in the State of Missouri for the high-minded liberality and progressive spirit of their citizen-merchants; but it may be noted that the trade of St. Joseph amounts to between \$60,000,000 and \$80,000,000 per annum, and that its wholesale and jobbing trade are gradually assuming mammoth proportions, reaching into Dakota, Montana, Wyoming, Utah, Colorado, New Mexico, Texas and California, in addition to Northwestern Missouri and Southern and Western Iowa. The grain trade of St. Joseph is increasing largely, and it is claimed that 5,000,000 bushels of wheat, in addition to 15,000,000 bushels of corn, 250,000 bushels of rye, and 500,000 bushels of barley, are handled here annually. In addition, there are extensive facilities for packing meats, and the manufacturing establishments of the city show a yearly increase in their number and variety. St. Joseph is destined also to become a very important railroad centre, and its commercial value to the Southwestern Railway System cannot be ignored.

The following general conclusions may be drawn from the above statistics:

- (1.) There are 114 counties in the State of Missouri, and of these the Southwestern Railway System controls the trade of 35, or more than 30 per cent.
- (2.) The population of these 35 counties, including that of St. Louis city, amounts to 2,065,774, being nearly 50 per cent. of the whole population of the State, which amounted, according to the census of 1880, to 2,168,380.
- (3.) The area of country in these 35 counties tributary to the Southwestern Railway System represents 21,380 square miles, or 13,683,200 acres, said acreage being more than 31 per cent of the total area of the State.

#### STATE OF ARKANSAS.

It is proposed now to give some details of the "Southwestern System" in the State of Arkansas, which State is rendered tributary to St. Louis, as the commercial centre of the Mississippi Valley, by the St. Louis, Iron Mountain and Southern Railway. A few general remarks about the State of Arkansas will not be inappropriate in this connection. The State is a portion of the vast region of country acquired by purchase from France in 1803. It comprises an area of 52,198 square miles, or 33,406,720 acres. It extends through nearly  $3\frac{1}{2}$  degrees of latitude, and occupies a most advantageous location in the temperate zone. Large portions of these lands are exceedingly fertile and finely adapted for agriculture. The alluvial lands on all the streams, which embrace a large area of the State, are of the highest fertility. The great variety of the soil, the succession of hills and valleys, the prevalence of springs, creeks

and rivers in every section are advantages which render every section of the State desirable for settlement. There is in the whole State but a limited extent of barren and worthless land. The State abounds with valuable timber, and the variety for mechanical purposes is greater than that of all the New England States combined. In connection with this timber question it may be stated that more than sixty varieties of wood are found in sufficient quantity for commercial purposes, consisting in part of pine, oaks in variety, black walnut, cherry, holly, ash, hickory of every kind found on the American continent, cypress, poplar, gum, beach, pecan, sycamore, elm, cottonwood, cedar and many others. Arkansas is thus enabled to supply the neighboring States, which are not equally favored with cheap building and cabinet woods. While, however, the State has within its boundaries the largest and best variety of useful timber in the United States, if not on the globe, it possesses unsurpassed facilities, even at the present, with its railway system comparatively undeveloped, for the transportation of the lumber to the great markets of the world. In addition to being the best timbered State in the Union, Arkansas can boast of having nearly 3,000 miles of inland navigable waters, so distributed that they intersect every portion of the State, and render settlement on all unoccupied lands, including those owned by the "Southwestern Railway System," comparatively easy. Reference to the map will demonstrate the truth of this assertion, and will show that the Arkansas River, next to the Missouri the most important tributary of the Mississippi River, flows diagonally across the State from northwest to southeast, a distance of fully 600 miles. The southwestern section of the State is watered by the Red River, while the intermediate country south of the Arkansas River is supplied by the waters of the Ouachita and the Sabine. The whole northern part of the State is watered by the White River with its various tributaries, while the St. Francis, Black, Little Missouri, Little Red and Moro each play their part in enhancing materially the value of the country through which they respectively flow. Springs and creeks abound in every county, and the mammoth spring of Fulton County furnishes enough water-power to run a dozen mills.

The climate is generally mild and salubrious, the settlers not being exposed to the climatic changes which are so frequent in the more northern and eastern States. At Little Rock, the State capital, the thermometrical records show an average of 43 degrees above zero during December, January and February, and of 79 degrees for the months of June, July and August. Such a long season of warm, genial weather facilitates materially all farming operations, and it may be said truthfully that no country furnishes a greater number of days in which out-door work can be performed. The climate may be considered conducive to good health and longevity if persons are only ordinarily careful about their diet and their clothing. A notable fact in connection with the State of Arkansas is that it has hitherto been entirely exempt from the ravages of destructive insects. The grasshoppers, the horror of the West, are entirely unknown here.

Cotton has hitherto been the great staple, and more cotton is grown per inhabitant than in any other State of the Union; and if the cotton region—which embraces 9,000 square miles, or five million seven hundred and sixty thousand acres—were all under cultivation, the yield would be more than the aggregate of the whole United States. In quality the cotton produced in Arkansas stands high, the fibre being much stronger than in any other part of the world, hence it is shipped largely abroad to the thread manufacturers. The cotton grown in the neighborhood of Pine Bluff has always been noted for its perfection. At the Atlanta exposition of 1881, and theretofore at St. Louis.



Memphis, and all other places where it competed, the cotton from the Pine Bluff and Red Bluff section was awarded the premium of superiority.

It must not, however, be imagined that because Arkansas is *par excellence* a cotton State, therefore other crops cannot be successfully grown. The United States census returns for cereal productions shows that in 1880 the State produced in the aggregate, 24,156,517 bushels of corn, 2,219,824 bushels of oats, and 1,269,720 bushels of wheat, and that these productions, from but a very small proportion of the improved land in Arkansas, amounted in volume to more than those of six New England States, viz.: Connecticut, Maine, Massachusetts, Vermont, New Hampshire and Rhode Island combined. These figures may astonish many, but the facts are indisputable, and the comparison would be much more favorable to the State of Arkansas if the same attention was given to cultivation in the Southern States that prevails in the Northern. The report of the United States Commissioner of Agriculture also proves that but two Northern States (Massachusetts and Rhode Island), and one Southern State (Louisiana), exceeded Arkansas in the average value of all farm crops. If such results are and have been attainable during a long series of years with slave labor and a primitive system of agriculture, what will be the position of Arkansas as an agricultural State when an intelligent and progressive method of farming is introduced and generally practised? May it not be reasonably predicted that the verdict of *facile princeps*, awarded to the State in cotton, will become of general application so far as farming interests are concerned. Considerable attention is also now paid to fruit raising, and the fact of the season being fully one month in advance of St. Louis, renders the pursuit highly remunerative. Instances are not rare of shipments to the St. Louis market yielding a profit of \$500 per acre. If, however, the State of Arkansas is pre-eminent for its adaptation to the culture of cotton, fruit, and other agricultural products, it presents superior advantages to stock raisers in consequence of its mild climate and the economies in winter grazing. Cattle and sheep at the North must be carefully housed and fed for, at any rate, four months in the year; in the State of Arkansas the stock feeds itself during all the winter, and find sufficient substance to keep them in good condition without entailing any expense on their owners other than their salt and the interest on the land where they graze. It is needless to say, that a ready market is always found for the fat cattle of Arkansas at St. Louis or Memphis.

The State of Arkansas also can, equally with her sister State of Missouri, boast of rich and in many instances, almost inexhaustible mineral deposits, which, when they are systematically worked must contribute very materially to increasing its general wealth and commercial importance. All varieties of iron ore, lead, antimony, zinc, manganese and associate metals, together with marble, gypsum, limestone, granite and slate are known to exist in large quantities, and the coal fields of the State are estimated to embrace an area of 12,000 square miles. This coal, which is found in seams varying from four to nine feet in thickness, is an excellent fuel for steam and manufacturing purposes. It assimilates very closely to the Lykens Valley coal in its structure and appearance, while careful analysis shows that its quality corresponds to that famous article of fuel. The ample supply of cheap fuel thus provided by nature is destined in the future to stimulate into great activity all the manufacturing industries, and it would not be surprising if Arkansas, with large advantages in the way of raw material, cheap fuel and abundant water power, were soon to become a powerful competitor with New England and the Central States for manufacturing supremacy.

The population of the State of Arkansas increased during the ten years

ending 1880, from 484,471 to 802,525, but there is still great need of immigration to settle up the almost endless acres of productive soil which still remains to be brought under cultivation, and it is certain that when the superior advantages of the State are more generally known, also that life and property are equally as safe here as in the Northern and older settled States of the Union, larger accessions will be made to the existing population, and that it will become the favored home of thousands from the old world, and from the Eastern and Central States.

These preparatory remarks about the State, in the development of which the St. Louis, Iron Mountain and Southern Railway, with its various lateral lines and feeders, is destined to play such an important part, may be interesting and instructive to many readers. They group together facts and statistics which are not generally known, and may tend to remove certain prejudices for which there was no real foundation, but which have sensibly retarded the growth and general development of one of the richest States in the Union.

The line of the railway will now be followed in its course diagonally across the State from the northeast to the southwest, a distance of about 304 miles.

#### CLAY COUNTY,

Into which the main line of the St. Louis, Iron Mountain and Southern Railway passes after leaving Butler County, in the State of Missouri contains an area of 580 square miles or 371,200 acres, with a population of 7,213 inhabitants. Only 15,000 acres of this county are at present under cultivation, although the soil, being nearly all alluvial with an admixture of sand, is very easy of cultivation. This county is well timbered, which consists mainly of the various kinds of oak, hickory, ash, elm, cypress, catalpa and poplar, the last named being principally confined to Crowley's ridge. The Southwestern Railway System owns in Clay County 57,281 acres of land which are offered for sale on reasonable terms. The Crowley ridge branch of the St. Louis, Iron Mountain and Southern Railway diverges from the main line at Knobel, in Clay County.

#### GREEN COUNTY,

Through the northwestern portion of which the railway is located, and in which the company owns 47,543 acres, has an area of 640 square miles, 409,600 acres, with a population of 7,480 inhabitants. The surface of the county assimilates very closely to that of Clay County. The alluvial lands, however, of both the eastern and western portions of the county cannot be excelled for the cultivation of cotton, corn, and other farm products. The timbers of this region are valuable because of their accessibility to the St. Louis market. They consist of the various kinds of oak, poplar, black walnut, beech, gum, pine, etc. This is a very desirable location for planters and stock raisers.

#### LAWRENCE COUNTY

Contains an area of 600 square miles, 384,000 acres, with a population of 8,782 inhabitants. The railway company has 32,126 acres for sale in Lawrence County. The surface of the county is generally undulating, the uplands being admirably adapted for the cultivation of fruit and cereals, the yield of corn being at the rate of 40 bushels and of wheat at 20 to 25 bushels per acre. The timber on the highlands is good, consisting of oak, ash and hickory. East of the Black River the soils are essentially alluvial, producing on an average one

bale of cotton and 75 bushels of corn per acre. Lead and zinc are found in paying quantities in this county, and must eventually form a large article of export.

#### JACKSON COUNTY,

Into which the railway passes en route south, contains an area of 620 square miles, 396,800 acres and a population of 10,877 inhabitants. The surface of the county is level, and the soil alluvial, especially adapted to the growth of cotton but producing heavy crops of corn, wheat and other cereals. Some fields have been in cultivation here for more than 50 years, and have produced for the last 20 years successive crops of cotton, averaging about 800 pounds of seed cotton to the acre. It is stated that the cotton raised in this county is ranked in the New Orleans markets as equal in quality to the best Mississippi cotton. Never failing supplies of good water are attainable in this county by sinking wells 15 or 30 feet. The "Southwestern Railway System" owns 39,561 acres of land in Jackson County and their accessibility to the railway renders them highly advantageous for immigrants, whether from the old world or from the Eastern and Central States.

#### WHITE COUNTY,

Lying southwest from Jackson County, contains an area of 1,100 square miles, or 704,000 acres, with a population of 17,794 inhabitants. The surface of the county is undulating, with some hills on the Little Red River. The red soil of White County is especially productive, and heavy crops of cotton, wheat and oats are annually raised, the yield being at the rate of 1,200 pounds of seed cotton, 25 bushels of wheat, 50 bushels of corn and 60 bushels of oats per acre. No better field for fruit growers can be found any where and the shipments from one station in the county last year amounted to more than \$50,000. Coal beds have been worked for several years in the southern part of the county. Iron ore is known to exist in large bodies, and being of a very superior character must ultimately attract manufacturers, and furnish a large trade for the railway.

The "Southwestern Railway System" offers for sale to immigrants 111,132 acres of land in White County, all of which is equally eligible for settlement.

#### LONOKE COUNTY,

In which the railway company has 16,628 acres of land for sale, contains an area of 760 square miles, 486,400 acres, with a population of 12,146 inhabitants. The surface of the county is generally level, and large crops of prairie hay are annually harvested. The cereals flourish in this county. In the northern part and in small bodies along the numerous streams, considerable timber is found consisting mainly of oak, hickory and elm. Cypress is found extensively in the western portion of this county.

#### PULASKI COUNTY,

At the county seat of which, Little Rock, the State capital, the railway crosses the Arkansas River by a substantial iron bridge, contains an area of 810 square miles, 518,400 acres, with a population according to the United States census of 1880, of 32,616 inhabitants. The "Southwestern Railway System" offers for sale in this county 64,939 acres, in which all varieties of soil may be found; the

surface varying from the underlating alluvial to hilly peak and craggy cliff. The roughest land, however, being the best adapted for the cultivation of fruit and grapes. The soil of the upland ridges produces good grain crops, and on the alluvial soil the yield per acre is represented by one bale of cotton or 75 bushels corn. Vegetables thrive luxuriantly. There is no scarcity of good timber for all necessary purposes, and the minerals of the county are not excelled by those of any other county in the State for their variety and richness. The iron ore assaying more than 51 per cent of pure metallic iron, and the lead mines in the northern part of the county have acquired a wide reputation. There are also large deposits of white kaolin, slate, granite, limestone and fire clay. All the conditions favorable to prosperity are found here, and nowhere can the manufacturer, mechanic or laboring man find a surer reward of industry. With the increased railroad facilities the price of land in Pulaski County is rapidly advancing and now is the time to purchase.

#### SALINE COUNTY,

The next traversed by the railway en route to Texarkana, contains an area of 690 miles, 441,600 acres, with a population of 8,950 inhabitants. The surface of this county is varied and the rough, rocky hills of the northwest intermingle themselves with the level and undulating land generally found in the southeastern section of the county. The soil varies according to location, but a great portion of it may be classed as alluvial, and is highly productive; the yield of cotton being from 1,600 to 2,200 pounds per acre, while wheat, corn and oats yield respectively 35, 50, and 75 bushels per acre. All kinds of grasses, including clover, timothy and blue grass do well here, and considerable attention has recently been paid to their cultivation, also to that of fruit, which, as a rule thrives well, considerable success having been attained in the cultivation of pears, apples, quinces, peaches, plums, grapes, strawberries and other small fruits. The timber growth is largely composed of the different kinds of oak, hickory, pine, cherry, maple, cypress, cedar and elm, and some of these timbers belonging to the oak, pine and hickory families are among the best of their species for manufacturing and building purposes. Nothing has yet been done towards developing the mineral resources of Saline County, but the geological reports induce a belief that iron, lead and copper ore, granite, limestone, marble, slate, alum lignite, coal, marl can be found here in large quantities. The "Southwestern Railway System" owns 119,115 acres of land in this county.

#### HOT SPRINGS COUNTY,

In which the railway company owns 108,411 acres of land contains an area of 690 square miles, 441,600 acres, with a population of 7,775 inhabitants. The northwestern portion of this county is mountainous, but well suited to grape culture and sheep raising, both of which, if persevered in, promise to be successful and remunerative industries along the Ouachita River. The rich alluvial bottoms produce fine crops of cotton and grain. There is a good growth of oak and hickory timber, and there are large mineral deposits at various points. The county takes its name from the famous Hot Springs, with which, by means of a railroad diverging at Malvern, the St. Louis, Iron Mountain and Southern Railway is brought into direct communication. The curative and therapeutical properties of these springs are so widely known as not to need much comment here.

## CLARK COUNTY,

Lying southwest of Hot Springs County, contains an area of 950 square miles, 608,000 acres, with a population of 15,771 inhabitants. The surface varies, bottoms, uplands, hills. The bottom lands are as a rule very rich, the soil being black and cretaceous, and yielding heavy crops of corn and wheat, also of cotton. The uplands are fertile and productive in all the grain crops, and for pasturage or fruit growing are not excelled by those of any county in the Southwest. The highlands are peculiarly adapted to the growth of fruits, and more especially to grape culture. The whole county also is well watered, and is in every respect a most inviting field for immigrants. The railway company owns 89,023 acres of land in Clark County. At Gurdow, in this county, the Louisiana branch leaves the main line of the St. Louis, Iron Mountain and Southern Railway, and runs a distance of 34 miles to Camden, in

## OUACHITA COUNTY,

Which contains an area of 730 square miles, 467,200 acres, with a population of 11,758 inhabitants, and is appropriately considered, so far as natural resources are concerned, one of the richest counties in the State. The western and northern portions of this country are rolling or moderately hilly, well watered, with a timber growth of oak, beech, and pine. The soil on these lands is gray sand, alternated in places with red clay, and produces from 500 to 800 pounds of seed cotton to the acre. It is also well adapted to general farming. The bottom land, will yield on an average one bale of cotton to the acre, or fifty bushels of corn, and the timber growth thereon, consisting mainly of white oak, pines, hickory, and ash is very luxuriant. Lignite or brown coal is found in veins six feet thick, and the property of the Camden Coal Mining Company has been successfully worked for some time. It is claimed that this lignite coal will burn out twenty-nine gallons of coal oil to the ton of coal, but it is doubtful whether this mineral oil can ever compete successfully with the natural oil from the wells in Pennsylvania. The railway company owns 4,766 acres of land in Ouachita County.

## NEVADA COUNTY,

Which lies southwest of Clark County, contains an area of 670 square miles, 428,800 acres, with a population of 12,959 inhabitants. The surface of this country is rolling, and the soil is productive; that in the southern portion yielding about thirty bushels of corn, or twenty bushels of wheat to the acre; while on what are known as the "black lands," the product will average 1,650 pounds of seed cotton to the acre and fifty bushels of corn. The bottom lands on the creeks and their branches are very fertile and afford abundant pasturage for cattle and sheep. The climate being warmer and the seasons some weeks earlier than further north, sheep and cattle do well, the high lands furnishing a good stock range during the whole year. There are 52,526 acres of the railway company's lands for sale in Nevada County.

## HEMPSTEAD COUNTY,

Lying west of Nevada, has an area of 730 square miles, 467,200 acres, with a population of 19,915 inhabitants. The soil and surface of this county are very varied, where the country is level the black soils prevail, but where the country rises into ridges, the soil is red, with clay sand. Along the Red River, the

alluvial lands are of surpassing richness, and produce crops of cotton averaging from one to one and a-half bales of cotton per acre. They are equally prolific in their yield of wheat and corn. Land in this county is very desirable, both on account of location and general advantages for cotton, grain, and stock raising. Water and timber are abundant everywhere, and Hempstead County may be appropriately considered the leading county of the Southwest. The "Southwest Railway System" owns 69,123 acres of land in this county.

#### MILLER COUNTY,

In which Texarkana, the southern terminus of the St. Louis, Iron Mountain and Southern Railway" is situated, contains an area of 690 square miles, 441,600 acres, with a population of 9,919 inhabitants. The soil is well adapted for the production of cotton and corn, and would no doubt yield satisfactory crops of good tobacco. During the past year the managers of the "Southwestern Railway System" have inaugurated a movement for the construction of lateral branches and feeders, which must eventually render the system in the State of Arkansas as thoroughly comprehensive as that of Missouri. In this system of branch lines, the Crowley Ridge Branch may be considered the pioneer, and it is now open from Knobel to Forest City, a distance of ninety-seven miles, but will eventually be extended through to the southeastern boundary of the State, and there connect with the New Orleans and Pacific Railroad, affording a direct line on the west side of the Mississippi River, between St. Louis and New Orleans. This branch leaves the main line at Knobel, in Clay County, and passes into

#### CRAIGHEAD COUNTY.

Where the railway company has 12,258 acres of land for sale. Craighead has an area of 730 square miles, 467,200 acres, with a population of 7,037 inhabitants. The surface of the county is gently rolling, with numerous clear, cold springs. The soil is highly productive and yields abundant crops of cotton, corn, wheat, rye, oats, grasses, fruits, etc.; in fact, Crowley's ridge is unsurpassed for wheat as well as fruit. Peaches are so abundant in this county that farmers frequently feed their hogs with them, and it is claimed that peach-fed pork is superior, or if not superior, at any rate equal in quality to corn-fed meat. The construction of this branch will have a marked influence on developing the timber resources of Craighead county, and in creating a remunerative market for its oak, hickory, ash and walnut lumber.

#### POINSETT COUNTY,

Through which the "Crowley Ridge Branch" runs, en route to Forrest City, has an area of 760 square miles, 486,400 acres, with a population of 2,192 inhabitants. The railway company owns no land in this county. The surface of the county is rolling, and the soil is rich, well adapted for the production of all the cereals, grasses, fruits and cotton. The whole county is well watered, and specially suited for stock raising and dairy farming. The timber in this county is similar to that of Craighead County, and it is certain to be extensively utilized now, that the new branch has secured appropriate transportation facilities for the settlers, and opened up for them the market of St. Louis.

#### CROSS AND ST. FRANCIS COUNTIES,

Through which the Crowley Ridge Branch is continued to Forrest City, contain

respectively 620, and 620 square miles of territory, with a population of 5,050, and 8,389 inhabitants. The railway company owns no lands in these two counties. The construction of the branch railroad will give a new impetus to all the existing industries in these counties, and as the land is remarkably rich, well adapted for raising cotton and all the cereals, there is little doubt that the road while benefitting largely the country through which it has been located, will build for itself a highly remunerative traffic.

In addition to the sixteen counties hereinabove described, and in fifteen of which the Southwestern Railway System owns valuable blocks of land available for immediate settlement and purchase, on easy terms of payment as hereinafter set forth, lands are owned in fourteen additional counties, which are situated some distance from the line of railway. It is deemed advisable to give a brief description of these counties, as this work will probably fall into the hands of some prospective immigrant, and it is necessary that he should have all the information which is accessible to the writer, and here it might be noted that the St. Louis, Iron Mountain and Southern Railway Company, as successor by consolidation of the Cairo and Fulton Railroad Company, obtained its title to the lands now owned in the State of Arkansas under a special act of Congress approved 1853, and subsequently confirmed by another act dated July 28, 1866; under these acts a donation of land was confirmed to the railroad company of 6,400 acres for each mile of road in Arkansas, extending to twenty miles on each side of the track. The railroad company thus secured ten full sections of 640 acres each to the mile.

#### RANDOLPH COUNTY,

The most northern of the counties in which land is owned, but which is not traversed by the railway, is situated west of Clay County, and abuts on the State of Missouri. It contains an area of 640 square miles, 409,600 acres, with a population of 11,724 inhabitants. The railway company owns 25,758 acres in Randolph. The western portion of the county is generally broken and hilly, but the eastern portion is mostly level and assimilates very closely in its topography to Clay County. The hills and uplands are well adapted to fruit culture, and there are admirable facilities for stock raising in consequence of the abundant pasturage and ample water supply at all seasons of the year. The county is well timbered with the different varieties of oak, hickory and ash. Lead, zinc, iron and manganese are known to exist in the western portion of the county, but they have never been systematically worked on account of the lack of adequate transportation facilities.

#### SHARP COUNTY,

Which lies west of Randolph and Lawrence counties, contains 590 square miles of territory, 377,600 acres, with a population of 9,647 inhabitants. The railroad company owns 1,798 acres of land in this county. The surface of the country is broken, but the ridges are clothed with a luxuriant growth of grass, furnishing ample pasturage for the cattle and sheep, especially the latter, which are raised in this county on the slopes. The soil is of great fertility, and large crops of wheat and corn are raised, the former yielding from twenty-five to thirty bushels, and the latter from fifty to sixty bushels per acre. Mining companies, notably the Hoppe Zinc and Copper Mines, and the American Zinc Company of New York, are busily occupied developing the mineral resources of Sharp County.

## INDEPENDENCE COUNTY,

Which is west of and adjoins Jackson County, contains an area of 880 square miles, 563,200 acres, and a population of 18,086 inhabitants. The railway company owns 38,090 acres of land in the county. The general surface of the county is broken, but there are extensive areas of table land whose soil is rich, and assimilates very closely to that of the Blue Grass region in Kentucky. There are also various tracts of bottom lands, remarkable for their fertility. The land lying south of White River is peculiarly rich, and the alluvial soil yields heavy crops of wheat and corn, the former averaging thirty and the latter sixty bushels to the acre. The soil is too rich for the successful cultivation of cotton.



## WOODRUFF COUNTY,

Which lies east of White and south of Jackson counties, contains an area of 580 square miles, 371,200 acres, with a population of 8,646 inhabitants. The railway company owns 3,891 acres of land in Woodruff County. The surface of the country is very nearly level, and the soil is black, sandy and rich, producing large crops of cotton, grain and grass, the average yield being one bale of cotton, fifty bushels of corn and two tons of hay to the acre. The luxuriant growth of wild grass, and the abundance of water, render stock raising an attractive and remunerative pursuit. This country is well adapted for immigrants, because they will find here land suited for all farming purposes, and, in addition, all the advantages of an old settled country in regard to churches, schools, etc.

## VAN BUREN COUNTY,

In which the railway company owns 1,680 acres of land, lies northwest of and adjoining White County. It contains an area of 1,100 square miles, 704,000 acres, with a population, according to the census of 1880, of 9,565 inhabitants. There is a large amount of elevated table land in this county, and it is well adapted for the cultivation of oats, but other cereals yield well, and the planter can secure 800 pounds of cotton to the acre. Fruit of all varieties succeeds well, and the luxuriant pasturage, supplemented with an abundance of water, offers great attractions to the stock raiser. Some beds of coal have been opened for blacksmiths' use.

## FAULKNER COUNTY,

Which lies west of White County, and south of Van Buren, and in which the railway company owns 24,833 acres of land, contains an area of 650 square miles, 416,000 acres, with a population of 12,786 inhabitants. The northern portion of the county is very hilly and broken, but fine tracts of arable land are found in the southern portion of the county, and heavy crops of wheat, corn and oats are raised thereon. Stock raising is carried on very successfully, and there are large patches of timber land in which the oaks and hickory predominate. Several beds of a good, solid bituminous coal have been opened in Faulkner County.

## PRAIRIE COUNTY,

Which adjoins Lonoke County on the East, and in which the railway company owns 5,908 acres of land, contains an area of 710 square miles, 454,400 acres, with a population of 6,425 inhabitants. The surface of the country, as its name



clearly indicates, is level; and the greater portion is well adapted for cultivation. There are considerable bodies of timber skirting the small streams. Large crops of prairie hay are annually harvested in Prairie County, and large droves of cattle are brought sometimes for a long distance to fatten on its luxuriant pastures. The country might be appropriately termed the stock raiser's paradise, but the soil is also well adapted for the production of corn and other small grain, and the results of their cultivation are, as a rule, satisfactory. The White River runs through the eastern part of the county, and is navigable at all times to the county seat, Duval's Bluff.

#### GRANT COUNTY,

Which lies east of Hot Springs County, and in which the railway company owns 53,675 acres of land, contains an area of 650 square miles, 416,000 acres, with a population of 6,185 inhabitants. The surface of the county, although undulating in some localities, preponderates to the hilly, but there are abundant streams of water, and these supplemented by rich pasturage, render stock raising an attractive and remunerative pursuit. There are several fine stretches of bottom lands, however, on which good crops of cotton are annually raised. Grain is also cultivated on the uplands and yields well. Grant County has several forests, of valuable timber, which in the near future will be exclusively utilized for manufacturing purposes.

#### JEFFERSON COUNTY,

Which lies east of Grant County, and in which the railway company has 699 acres, for sale contains an area of 870 square miles, 556,800 acres; with a population of 22,386 inhabitants. This county lies on both sides of the Arkansas River, and its surface is nearly level, broken however, with occasional ridges, on which there is a heavy growth of pine timber. There are also other belts of timber in which black elm, oak, and hickory predominates. Jefferson County has acquired an enviable notoriety for its crops of cotton and corn. The average yield of the former being from one to one and a half bales and of the latter 60 bushels to the acre. Wheat is not considered a sure crop, and therefore is not extensively cultivated. This county furnishes the best cotton for thread, excepting "Sea Island," of and grown in the world. It is claimed that Jefferson county is rich in minerals, but they have not as yet been worked. The principal attention of the inhabitants, being devoted to agriculture.

#### GARLAND COUNTY,

Which is situated northwest of Hot Springs County, and in which the railway company owns 48,223 acres of land, contains an area of 580 square miles, 371,200 acres, with a population of 9,028 inhabitants. This is perhaps the most remarkable county in the State in consequence of the well known hot springs, 66 in number, being situated here. These springs possess extraordinary medicinal properties and their therapeutic excellencies are becoming more generally known year by year, although the surface of Garland County is hilly and broken it is well adapted for stock raising and fruit culture; more especially grapes. Quarries of a superior hone stone have been opened at various places in Garland County, and the result has been peculiarly satisfactory, as the product cannot be surpassed for sharpening edge tools. There being different grades of the grit, some adapted for heavy bench tools, and others for the most delicate watchmaker's instruments.

## DALLAS COUNTY,

Lying immediately east of Clark County, and in which the railway company owns 36,441 acres of land contains an area of 660 square miles; 422,400 acres, with a population of 6,505 inhabitants. The surface of the county is diversified, consisting of bottoms, uplands, and hills. The soil of the uplands is either a sandy alluvial or red sandy, mixed with clay, and is comparatively fertile, the yield being 800 pounds of cotton, 30 bushels of corn, and 15 bushels of wheat to the acre; but the bottom lands, with their alluvial soil are superlatively rich, and the average yield per acre is 1,800 pounds of seed cotton and 70 bushels of corn. Wheat can be also raised successfully. There is an abundant supply of timber throughout the county, and the hilly land is well suited for grazing and fruit culture. The county is well watered and there is abundant water power for saw mills.

## PIKE COUNTY,

Lying west of Clark County, and in which the railway company owns 30,175 acres of land, contains an area of 620 square miles, 396,800 acres, with a population of 6,345 inhabitants. The surface of the county is hilly and broken, but the valleys of the numerous streams afford a rich and fertile soil, well adapted for cultivation and produces large crops of cotton and cereals. The county is well timbered, the principal varieties being oak, hickory, and pine. It may be noted that at Royston on the Little Missouri River, in Pike County, there is the only cotton factory in the State. It was put in operation twelve years ago, and has always paid its owners a handsome return on the investment.

## HOWARD COUNTY,

In which the railway company owns 3,571 acres of land, lies west of Pike and Hempstead counties, and contains an area of 630 square miles, 403,200 acres, with a population of 9,917 inhabitants. The greater part of this county is gently rolling or level, and the black soil is exceedingly fertile, producing twelve to fifteen hundred pounds of cotton, 30 to 56 bushels of corn, and 20 bushels of wheat to the acre. Hickory predominates in the timber growth.

## LAFAYETTE COUNTY,

In which the railway company owns 11,390 acres of land, is in the extreme southwest portion of the State, and is bounded by the State of Louisiana on the south and by Texas on the west. It contains an area of 490 square miles, 313,600 acres, with a population of 5,730 inhabitants. The surface of the county is generally broken, but the soil on the uplands is comparatively good and yields from 800 to 1,000 pounds of seed cotton per acre. The prairies in the northern portion of the county have a black sandy soil similar to that which is found in the Red River bottom lands. The crops raised in this soil are very large. There is an abundance of timber for all necessary purposes, beech, oak, holly, pine and iron wood predominating.

## LITTLE RIVER COUNTY,

In which the railway company owns 21,184 acres of land, contains an area of 530 square miles, 339,200 acres, with a population of 6,404 inhabitants. The

surface of the county is undulating, but there are rich bottom lands along the various streams capable of producing 2,000 pounds of seed cotton, 20 bushels of wheat, and 50 bushels of corn to the acre. The prairie lands of the Red River bottom are justly considered the best of the Red River country for cotton and corn; and not many years will elapse before this county is all settled up, and the farms all improved. There is an abundant water supply in this county, and the timber, consisting mainly of hickory, pine, oak, maple, pecan and osage orange, will be sufficient to supply the wants of settlers for many years to come.

Appended is a summary of the counties in which there are lands of the railway company for sale. Those in which the railway is located having an asterisk prefixed:

NAME OF COUNTY.	Area, Sq. Miles.	Area, Acres.	Acres of Land for sale by R'y Co.	Assessed value of Real Estate.	Population.	No. of Post Of- fices.	No. of School Houses.
Clay.....	580	371,200	57,381	\$468,561	7,213	10	33
Randolph.....	640	409,600	25,758	384,141	11,734	15	20
*Greene.....	640	409,600	47,543	246,685	7,480	11	24
*Lawrence.....	600	384,000	33,126	630,979	8,782	10	15
Sharp.....	590	377,600	1,796	426,363	9,047	16	7
*Jackson.....	620	396,800	39,561	1,029,404	10,877	10	15
*Craighead.....	730	467,200	12,258	536,611	7,087	5	34
*Poinsett.....	700	448,000	.....	302,715	2,192	5	14
Independence.....	880	563,200	38,093	1,465,271	18,086	23	11
*White.....	1,100	704,000	111,132	1,850,394	17,794	26	23
Woodruff.....	580	371,200	3,891	898,316	8,646	3	10
Van Buren.....	1,100	704,000	1,680	229,635	9,565	12	13
Faulkner.....	650	416,000	24,833	728,925	13,788	18	19
*Lonoke.....	760	486,400	16,628	995,732	12,146	18	13
Prairie.....	710	454,400	5,908	865,881	8,435	8	15
*Pulaski.....	810	518,400	64,389	4,766,101	32,616	21	33
*Saline.....	690	441,600	119,115	517,249	8,953	14	20
*Hot Springs.....	690	441,600	108,411	764,195	7,775	11	10
Grant.....	650	416,000	53,875	271,257	7,480	19	23
Jefferson.....	870	556,800	699	2,630,145	22,386	23	19
Garland.....	580	371,200	48,223	328,731	9,023	5	11
*Clark.....	950	608,000	89,023	1,068,296	15,771	14	26
Dallas.....	660	422,400	36,441	324,785	6,506	9	15
*Nevada.....	670	428,800	52,526	831,587	12,959	19	12
*Ouachita.....	730	467,200	4,766	729,477	11,758	12	8
Pike.....	620	396,800	30,175	196,295	6,345	11	7
*Hempstead.....	730	467,200	69,123	1,311,719	19,015	12	18
Howard.....	630	403,200	3,571	470,130	9,917	10	15
Lafayette.....	490	313,600	11,890	381,835	5,780	4	8
*Miller.....	690	441,600	49,850	754,419	9,919	3	7
Little River.....	530	339,200	21,184	481,780	6,404	5	6
	21,870	13,996,800	1,181,801		344,366	386	† 501

† N. B.—There are a large number of school districts where school is taught in private buildings

As has been above stated, the lands owned by the St. Louis, Iron Mountain and Southern Railway Company were ceded by the United States Government; hence, there can be no possible dispute about title; and when the purchaser has paid the agreed price, he receives a deed conveying the land in fee simple, and absolutely free from all incumbrance. Where purchases are made on the credit plan bonds will be given, guaranteeing the conveyance, when the final payment is made. The lands of the railway company are offered at prices varying from \$2.50 to \$10 per acre, with some few tracts at higher figures, according to proximity to stations. The company has established four terms of payment, as follows:—

Term No. 1. At time of purchase, and in the year following, the payment

is six per cent interest on the principal; and in the third, and each year thereafter one-ninth of the principal with six per cent interest on the remainder, until all is paid — giving a credit of ten years.

Term No. 2. At time of purchase, and in each year thereafter, one-sixth of the principal and one year's interest on the remainder, at the rate of six per cent per annum until all is paid, giving a credit of five years on deferred payments.

Term No. 3. At time of purchase, and in each year thereafter, one-fourth of the principal and one year's interest on the remainder, at the rate of six per cent per annum until all is paid, giving a credit of three years.

Term No. 4. The whole purchase money down at time of purchase and deed given to purchaser.

It might be noted here that if the State of Arkansas, which was ravaged and almost depopulated during the war, had risen to its present condition in a few years through the enterprise and perseverance of its inhabitants, it is difficult to forecast its future, when under the impetus of a large immigration the resources of the State are more fully developed and practically utilized. Personal examination will more than confirm all the representations which have been made about the fertility and general adaptability of the State, and persons of small means coming here, can, in five years, obtain a comfortable home, and an independence which is impossible in older countries. Those who determine to settle in the State of Arkansas can do so with an assured confidence that the State will grow beyond even the recognition of those who now dwell within its borders, and that they must, from the force of circumstances, grow with it. A genial and healthful climate, a rich and productive soil, and abundance of employment in all the varied avenues of industry should attract those who are seeking new homes and an honest competence, if not actual wealth.

Allusion has been made above to the construction of branches or feeders to the St. Louis, Iron Mountain and Southern Railway, and to the possibility of its ultimately controlling the business of the State of Arkansas as potentially as the "Southwestern Railway System" influences that in the State of Missouri. A brief notice of these proposed improvements is herewith given. The *White River Branch* will diverge from the main line about two miles north of Newport, and will run in a northwesterly direction through the cotton producing valley of White River, thus opening up a country which has heretofore been entirely dependent on water facilities for the transportation of its products to a market. The *Memphis Branch* will originate at Newport, and will traverse the counties of Jackson, Cross and Crittenden, through the best timber lands in the State, and where a remunerative traffic in cotton and cereals can be readily obtained. The *Crowley Ridge Branch* is to be extended south from its present terminus at Forest City to Alexandria, Louisiana, and it will traverse the rich bottom lands of Eastern Arkansas, where there are millions of acres of the choicest farming lands in the State. What will be known as the *Arkansas Valley Branch* will diverge from the main line at or near Beebe, in White County, and will run through to Fort Smith, passing through White, Faulkner, Perry, Tell, Logan and Sebastian Counties. This branch will intersect the Little Rock and Fort Smith Railroad at Conway, and it will traverse the most fertile region of the State through valleys where cotton, wheat and corn are raised in great perfection. It will be 160 miles in length, and, with the exception of the bridge across the Arkansas River, will admit of economical and expeditious construction. When completed it must be the outlet to St. Louis markets of all the cotton and grain produced in that section of the State. The *Camden or Louisiana*

*Branch* is to be extended from Camden, its present terminus to a point in Louisiana yet to be determined upon. This branch will pass through some of the richest cotton fields to be found anywhere in the South. Another branch will diverge from the main line 31 miles south of the Camden branch, and will be built first to Magnolia, in Columbia County, a distance of 35 miles, and will then be extended to some point in Louisiana. The branches in the southern portions of the State will open up the finest cotton regions in the world to intending immigrants, and the branches extending westward from the main line will, in addition to opening up an available market for the grain products of that section, contribute to the development of coal and other mineral resources. In addition to these branch lines in the State of Arkansas, four (4) feeders are to be built in Southern Missouri; (1) from Irondale in a southerly direction to Cedar Bluff; (2) from Dexter on the line of the Cairo branch to Parney; (3) from Ozark southwest; (4) from Neelyville to Doniphan, a distance of 20 miles. The maps and profiles of all these various improvements have been duly filed in the offices of the Secretaries of State at Jefferson City and Little Rock; and work on all of them will be progressed simultaneously, so that within two years all will be complete and in operation. With their completion, the State of Arkansas and Southeastern Missouri will have railroad facilities fully equal to any on this Continent, and the intrinsic value of the lands now offered to immigrants at such a low price will be proportionately enhanced.

Attention will now be specially directed to the

#### STATE OF TEXAS,

In which the "Southwestern Railway system" owns and controls 2,551 miles of railway, 1,800, at any rate, of which are located through counties where the general fertility of the soil, and its adaptation for agriculture and stock raising purposes, is experimentally known, and where, in the near future, through a steady influx of immigration, fostered by an enlightened and liberal policy on the part of the railway executive, a traffic must be created which will render all this property highly remunerative. The Southwestern Railway System owns in the State of Texas more than 25,000,000 acres of land, all of which has been selected from time to time with consummate prudence out of the then unlocated public domain. The value of this land grant would have been materially enhanced if, as in the case of lands which were ceded by the general government to the Pacific railroads, it could have been selected in the section of country contiguous to the railroad.

But the land grant in the State of Texas was made by the State Legislature, not the general government, and it was evidently made under the idea that by not confining the railroad company, which was the recipient of the aid, to the selection of land within a distance of 20 miles on either side of its track, the grantees were compelled to make extra exertion for sale of the territory which they acquired; and a special interest was created towards sections of the State which, but for the ownership of land therein, would in all probability have been studiously overlooked and positively neglected. And here it may be remarked that it would require a large volume to give such details about the State of Texas, the productions and resources of each individual county through which the lines of the "Southwestern Railway System" are located, and of the counties in which railway lands are for sale, as has been given above in connect on with the same system, in the States of Missouri and Arkansas, hence this work will deal more with generalities, and group together interesting facts, the minutia of which can be abundantly verified by application to the officials and examination of the

pamphlets published under the auspices of the "Southwestern Immigration Company." It was also deemed advisable to enter at considerable length into the question of immigration into the States of Missouri and Arkansas, because prejudices have unfortunately been created and sedulously fostered against these States which never attached to the neighbouring State of Texas; they have been, unfortunately, for many years under a cloud, and it was the bounden duty of the writer to use every effort to dispel the malarial disease of unfortunate prejudice and gross misunderstanding, which dwarfed the growth and vitiated the constitution of what he firmly believes to be two of the States in the Union best adapted from their advantageous location, their climate, their varied resources and their superior transportation facilities, to foreign and home immigration. Reference has been made to the "Southwestern Immigration Company," a few remarks relative to the origin, scope and management of this corporation, which must exercise, through its labors in disseminating information, marked influence in peopling the Southwest, will not be inappropriate. This organization was the outgrowth of a conviction among certain railroad corporations that the cause of immigration could only be effectually subversed by united action and a concentration of intelligence and force. In arriving at this conclusion, they were governed by the knowledge that the southwest portion of the United States, including the States of Arkansas and Texas, the State of Missouri south of the Missouri River, and the State of Louisiana west of the Mississippi River was, so to write, homogeneous in its character, and was held together by a common interest; that it was, to all intents and purposes, a distinct section of the Republic, and that the prosperity of one portion of it meant the prosperity of all. It was also known that individual efforts on the part of certain railroad companies had not merely entailed on them heavy expense, but had subjected them in many instances to the suspicion of being unduly biassed by motives of self-interest; also, that the constitution of the State of Texas provided specially against the expenditure of any money for the purpose of bringing immigrants into the State, hence railway enterprise in the Southwest undertook at its own expense a duty which, in other portions of the country, has been carried out by individual effort, and by the people of the States. The following railway companies became members of the Southwestern Immigration Company, at the time of its organization: The Missouri Pacific; St. Louis, Iron Mountain and Southern; International and Great Northern; Texas and Pacific; Missouri Kansas and Texas; New Orleans and Pacific; Gulf, Colorado and Santa Fe, and the Dallas and Wichita railroad companies. Each railroad company manages the business of its land department in its own way. The Immigration company labors for the general good, identifies itself with no particular section, has no interest in lands, except to ascertain accurately their productive power and possibilities, and aims at increasing commerce, building up the transportation interest, establishing manufacturing industries and otherwise promoting such objects as will tend to place the Southwest in the vanguard of a progressive civilization. While the main office of the Immigration company is located at Austin, Texas, a branch office is maintained in New York, under the charge of a very competent official and similar subsidiary offices have been established at the most important business centres of the United States.

Some idea of the magnitude of the State of Texas in the future development of which the "Southwestern Railway System" must play such an important part, can be formed from the following statement of facts; its area is 274,356 square miles, or 175,587,840 acres; it is six times as large as the Empire State of the North; and if Maine, New Hampshire, Massachusetts, Rhode Island, Vermont, Connecticut, New York, Pennsylvania, Ohio and Illinois were welded

together their area would be 6,000 square miles less than that of Texas. The area of one-half of Texas is equal to the whole area of Great Britain and Ireland, and if the population of Texas per square mile corresponded with that of Massachusetts, it would amount to more than the population of the whole United States at the census of 1880, and to more than 51,000,000 inhabitants. The rapid growth of population in the State of Texas is shown by the following official figures: 1820, 20,000; 1830, 35,000; 1840, 60,000; 1850, 212,592; 1860, 601,039; 1870, 818,579; 1880, 1,592,574. Within the past decade, under the influence of internal improvements and better communications with the outside world, the population increased nearly 100 per cent., and the probabilities are that this ratio of increase will be fully maintained during the present decade, and that in 1890 the census returns will show a population of fully 3,000,000 people. While the population of the State has been thus rapidly increasing, other industries have been making corresponding strides of progress. Thirty years ago the production of wheat in Texas was only 50,000 bushels, and any one who would have predicted its successful culture in any but the most northern counties of the State, would have been considered a visionary enthusiast. The census returns for 1880 show that in that year the aggregate crop of wheat was 2,567,760 bushels, the product of 373,612 acres; and that there were grown in the State 29,065,172 bushels of corn and 4,893,359 bushels of oats. The production of wheat in Texas will henceforth only be limited by the market facilities, and as these facilities increase year by year, and as the fact becomes more generally known that flour manufactured from this wheat will pass through the tropics without danger of fermentation or souring, also that the grain weighs between 64 and 68 pounds per measured bushel, there will be an increased demand, which must naturally stimulate production. It is estimated that 64,000,000 bushels of wheat can be raised in Texas annually without interfering with her other crops, and it is also known, that if the necessity should ever arise, she could raise all the corn, wheat, oats, barley, hay, potatoes and cotton now produced in the United States, and still have 32,000,000 acres available for other purposes. She can accommodate within her extensive acres a population as large as that of the whole United States, at the time of the last census; she can also feed that population, and at the same time produce all the articles necessary for export. It is evident from what has been said that Texas will soon take a much larger interest than heretofore in the production of winter wheat, and that it must contribute more than any other State in the Southwest to maintaining the prestige of St. Louis as a grain market, and the flouring mart of the world. It is not merely, however, in the production of wheat and other cereals that Texas, to use well known parlance, is rapidly coming to the front; experience proves the special adaptation of the soil for the growth of cotton. The present crop amounts to about 1,000,000 bales per year, and this could easily be increased to 6,000,000 bales without interfering with land required for other agricultural purposes. When it is considered that these 1,000,000 bales of cotton represent a money value of \$40,000,000, the importance and magnitude of this special industry will be more thoroughly appreciated. If the State is prominent for its trade in cotton, it is equally so for its stock raising. The Commissioner of Agriculture reports the number of cattle in Texas as 4,464,000, with a money value of \$39,640,320. About 500,000 head of cattle are driven North every year, or shipped by rail to the Northern markets. The money value of these cattle may be placed at \$12,000,000. Again, Texas has more horses than any State in the Union, excepting Illinois; and, although the native Texan horse, the mustang, may not command a high price in the market, still their endurance and special adaptation for the work which they are called upon to perform, can

not be questioned; and a knowledge of their various excellencies creates such a demand that between 40,000 and 50,000 are annually driven north, and in every instance find a ready sale. In this connection it may be noted that while such a large number of cattle are annually driven north or shipped by rail from the State, considerable slaughtering is done in Texas, as is evidenced by the hides, amounting annually to more than 30,000,000 pounds; a great portion of which are tanned in the State; the live oak and majestic trees furnishing abundant tannin to the various tanneries scattered throughout the country. Sheep raising has made a very marked progress in Texas during the past decade, and is now the second wool-growing State in the Union, being surpassed only by California. In 1870 the number of sheep in Texas was 714,351; in 1879 there were 5,148,400 sheep, valued as worth \$10,000,000, whose clip, 14,568,920 pounds, represented a money value of \$3,000,000. The western portion is specially adapted for sheep raising, and improved breeds have been introduced in many places with the view of securing for the wool clip of Texas as enviable a reputation as justly attaches to its grain and cattle products. In Southeastern Texas, also, there are forests of pine, cypress and live oak, which must supply the ever-increasing markets on the wide prairies, stretching hundreds of miles to the westward. The forestry returns of the United States census show conclusively that the lumber region of the Northwest is being rapidly exhausted, and that the yellow pine lands of Southern Mississippi, Alabama, Florida and Georgia are in a similar condition, having been heavily drawn upon through a series of years to supply the markets of the Eastern States, and the ship-yards of England and Scotland, but in the eastern portion of Texas, and in Western Louisiana, are uncut forests whose area amounts to 4,466 square miles, and where the timber—the long leaf yellow pine—attracts universal attention on account of the size and quality of the timber. In addition to this area of long leaf yellow pine, there is an area of 3,974 square miles with timber, comprising oak, ash, beech, walnut, cedar and cypress, together with 983 square miles of country on which the short leaf and hammock pine grow in great luxuriance. When the reader considers that this little tract of timber not yet culled out, where trees rise to the altitude of 100 feet without a single crook or limb, is about the size of the whole State of New York, he will readily comprehend the magnitude of the resources which a beneficent nature has made available for those who make their home in the "Lone Star State," the recognized empire of the Southwest. Fruit, also, thrives remarkably well in Texas, and apples, peaches, together with strawberries and grapes, attain as great perfection as those in the more Northern States, and are cultivated with equal care. While, however, the State can point with justifiable pride to its almost inexhaustible timber resources, it can claim for itself the ownership of coal fields whose area is only excelled by three States in the Union, and it is estimated that these coal fields cover an area of at least 20,000 square miles. In some districts where this coal has been worked, it is found to assimilate very closely to that mined at McAllister, in the Indian Territory. Some anthracite has also been discovered in this coal territory, and there are immense deposits of lignite, which assimilates very closely to cannel coal, and has been found an admirable coal for domestic purposes and for stationary engines. It is said that the Texas Trunk Railway will pass for 200 miles of its length through coal fields, and when these mineral resources are developed by adequate transportation facilities, one of the main problems in economical railroad operation will have been happily and permanently solved. There are also mineral resources none the less valuable in other sections of the State. An abundant supply of copper is found in Archer, Wichita, Wilbarger, Baylor, Haskell, and other counties. It is found on the



hillsides, cropping out near the surface, and in such quantities that four persons in ten hours can take out 6,000 pounds of ore, yielding seventy-six per cent of pure copper. Lead and silver are also found in the western portion of the State, and especially along the line of the "Sunset route," now being constructed from San Antonio to El Paso. Careful assays show that the silver ranges between twenty and sixty ounces per ton, and every inducement will be offered by the railroad company for the development of this comparatively new source of wealth in the State. It is claimed that in consequence of the general salubrity of the climate in the section of country where these lead and silver mines exists and the exemption from other diseases so prevalent in other mining regions of the United States, it must become the great mining camp of the West. Neither is the State deficient in its supply of iron ore, which is found in large quantities in the mountainous districts of the Upper Colorado and tributaries, and in Burnett, San Saba, Llano, Lampasas and Mason counties, in the western portion of the State, and which is abundant in Bowie, Cass, Marion, Harrison, Rusk, Cherokee, and other counties of the eastern section. These iron ores have not, up to the present time, been energetically worked, in consequence of inadequate transportation facilities, but there is no doubt that in the near future the development of the iron industries on a scale corresponding with the requirements of the country will be the source of great wealth. That necessary article of commerce, salt, is manufactured by evaporation in the northern and central portions of the State, more particularly at Mineola and near the crossing of the Trinity River in Llano County; but the most extensive salt lakes are found in Southwestern Texas and in El Paso County, where salt is manufactured to supply the Mexican State of Chihuahua and a large section of country in the State of Texas. These mineral resources, in the shape of lead, copper, silver and coal, are supplemented by gypsum, marble, kaolin, lime, cement, granite, soapstone and slate. The former of these is very widely disseminated throughout the State, and there is hardly any section in which it does not exist in some form or other, and to its abundance the general fertility of the State is largely attributable. Eventually, this gypsum must become an important article of export, and manufactories will be established for the production of fertilizers to be used in the older States. The Texas and Pacific Railway penetrates a country which is literally full of gypsum. At the "Marble Falls," on the Colorado River, about 40 miles above Austin, marble is known to exist in almost inexhaustible quantities, and the product of the quarries when opened would be enough to supply the demand for centuries, but at present, Texas imports every slab of marble which she uses, and the marble quarries can only become a source of wealth to the State when the product is made accessible by appropriate transportation facilities. To this country, so rich in everything which contributes to the sustenance of a large population, where within its own borders timber, fuel and food can be furnished in almost inexhaustible quantities for the millions, who must in all probability soon settle in this empire State of the Southwest, and where the valuable water power must eventually be utilized for the establishment of manufacturing industries, to this country whose heat in summer is tempered by the trade winds from the Gulf of Mexico, and whose winters are equable and mild, except for the incursion of the occasional "northers" which free the air from all miasmatic influences, and in the greater portion of which, if not all, the rainfall is fully sufficient to supply the wants of man and beast. To this country, where the attractions of soil and climate are supplemented by educational advantages, superior, perhaps, to those of any other State in the Union, the sturdy immigrants from the old world, and the surplus population of the Eastern and Central States of this country are invited with an assured confidence that actual

experience of life in Texas will more than justify all the representations made about the present and future possibilities of the State, and the homes which may be erected under the combined influence of perseverance, tact and energy. With reference to the country lying east of the Brazos River and its general fertility, there can be no question, and experience has demonstrated in a marked manner its general adaptability for prosperous settlement. Prejudices unfortunately existed against Western and Southwestern Texas and statements have been studiously circulated about the non-availability of that section for anything more than purely pastoral pursuits, and that agriculture must prove a lamentable failure; but these prejudicial statements are not substantiated by facts. A few years ago the new settler was told that it never rained west of the Colorado River, and that farming would not pay west of the Brazos. To-day all the counties between the Colorado River and San Antonio are almost exclusively devoted to agriculture, and the so-called dry belt has moved further west; and careful observations of the average rainfall in Texas, as compared with that of other States, shows that, even as far west as Eagle Pass on the Rio Grande, the annual rainfall is fully equal to that of St. Paul, Minnesota, while that at San Antonio is only exceeded by seven other points in the United States, and that at Galveston exceeds any other place where a record was taken. The scarcity of rain west of the Brazos and Colorado Rivers may have been true years ago, and it was then attributable to the fact that the southerly and southeasterly winds, which start from the boundary of the trades and come from the Gulf charged with vapor almost to saturation, ceased to blow with the same regularity west of the one hundredth degree of longitude, or in a great measure lose their humidity. These winds, passing from south to north along a meridian west of 97°, have no opportunity to imbibe moisture after their passage over the Cordillera range of Mexico, with its average elevation of more than 10,000 feet, hence must be very dry when they reach the west side of the mountains. Such were the theories advanced by the scientists, and until of late years Western Texas, in so far as immigration was concerned, remained a tabooed and ostracised section — mainly the home of flocks and herds which roamed at will over the vast prairies. Now, however, it is admitted by practical farmers from other States that agriculture, conducted on modern principles, is highly remunerative in Western Texas, and that the variety of its soil adapts it for the production of any in the known category of crops. It may be that this change, which has occurred not merely here, but in various other sections of the West, where the country was formerly supposed to be a barren desert, may be credited to a more general settlement of the country, planting of trees and breaking up of the ground, because in the State of Kansas noticeable changes have succeeded railroad construction. Sixteen years ago little or no farming was done in Kansas west of the Neosho River. To-day, some of the most prosperous farming communities in that State are located in that section, and experience proves that the rainfall becomes more regular every year. Similar results are noticeable on the line of the Missouri Pacific Railroad west of Omaha, and it would seem as if nature in its incomprehensible economy was preparing the way for the increased population that is destined for the country. A writer on the State of Texas, in alluding to the meteorological changes which have been for some years and is still going on in Western Texas, claims that there is no use in philosophizing, "but for him who believes in an ever watchful and provident providence, there is reason enough in this: that before man came, there was but little use for rain — only enough to keep the grass green and supply the animals with water, and that therefore it did not come, as it is a characteristic of Providence to waste nothing; but, that since man has come to cultivate the

soil, to enjoy the fruits of the earth, and to glorify his maker therein, there was a need for water, and behold the rain came. Perhaps no better philosophy of the change could be given than this, with all of our science and recondite reasoning." It is believed that the managers of the "Southwestern Railway System" have established experimental farms, not merely along the lines of their various railways, but at points, where their land possessions are principally located. The practical results of these experimental farms will be watched with great anxiety by the owners of the property, and by those who are firm believers in the destiny of the Southwest and the statistics derived from their operation must be of incalculable value to intending settlers, by leading them to avoid errors, into which without the benefit of such knowledge gained from experience, they must inevitably fall. Even the "Staked Plain," through which the Texas and Pacific Railway runs for some distance, is not a vast desert, as some would have the world believe, on the contrary, those who have examined it carefully, claim that the maps perpetuate purely mythological fancies, that the so-called desert deserves no such designation, being naturally for the most part of very fertile soil, covered with rich grasses, — and that the time will come, when the "Staked Plain" will not be famous for its supposed sterility, but for its crops of wheat and other small grains. In commenting at this length upon the soil and climate of Western and Southwestern Texas the writer has been instigated by a keen sense of duty to the numerous readers of this book, said duty being to use every possible means for the removal of prejudices, which threaten to become chronic unless dispelled by the light of reason and the unmistakable logic of facts.

Allusion was made above to the educational advantages of the State of Texas, which were claimed to be superior to those of any other State in the Union, further details are now given. The manifold attractions offered by the climate, the soil, and other physical advantages of Texas are great, but none of them equal the princely provision which the fathers of the then infant republic made for the millions of youth who will in the near future be numbered among its population. Within three years after the declaration of Texas independence the then congress of the republic was urged by President Lamar to set apart 221,400 acres of the public domain for the endowment of an University. In the same year, 1839, 13,284 acres were donated to each county as a free school dowry. The following year this dowry was increased to 17,712 acres for each county, and these lands were carefully selected from the richest sections of the untouched domain. Further, when at the time of annexation, Texas sold to the United States, what now constitutes a part of the territory of New Mexico, \$2,000,000 was covered into the State treasury as a permanent school fund. During all the vicissitudes of war that fund was a sacred trust, and to-day it amounts to more than \$3,500,000, the interest of which is used exclusively for the support of free schools. The constitutional convention, which met after the war, in accordance with the reconstruction acts of Congress, inaugurated the liberal policy of reserving for free schools the alternate sections retained by the State in grants made to railroads and other works of public improvement. The same convention authorized the addition of another million acres to the university fund. No other institution of learning, either in this or the old world, will have such a revenue as must, in the near future, accrue to the Texas University. The aggregate of lands set apart in Texas for educational purposes is as follows: —

For the Texas University.....	1,221,400 acres.
For County School Domain.....	2,833,920 acres.
For General School Domain.....	50,000,000 acres.

Total. ....54,055,320 acres.

- Thus, much for the permanent support of the schools, the provision for their present maintenance is as follows: The interest on the permanent fund above alluded to, which now amounts to \$200,000 per annum, and which is being yearly increased by land sales — one-fourth of the general revenue of the State which now is more than \$1,000,000 per year, and the interest on the county school fund, \$550,020, said fund representing the amount realized by the counties which have sold their land in whole or in part. The latest reports show that these schools are attended by about 140,000 white children, and 45,000 colored. In addition there is a Normal School, supported by the State, at an expense of \$74,000 per annum, and an agricultural and mechanical college, which has an endowment of \$174,000 invested in seven per cent bonds of the State of Texas, and on which the State has already expended for buildings and other equipment the sum of \$202,000. The agricultural college farm is a tract of 2,416 acres, and it is organized with a full corps of able professors, who give instruction in philosophy and political economy, chemistry and physics, hygiene and veterinary science, engineering, mechanics, mechanical industries, military science, commerce and languages both ancient and modern. What other young State, it may be asked, has done so much for the common school education of the present generation? What other State has made such princely provision for the wants of its future population? The facts as above given, about the educational facilities furnished in the State of Texas, are worthy the careful attention of all, but more especially of men with families, who contemplate seeking a home in the Southwest.

There have been no more potential agents in the development of Texas than the Texas and Pacific and the International and Great Northern railroads, which are now such important factors in the "Southwestern Railway System." What they have done in the immediate past is an augury of what they will do in the future; when, responsive to the improvements which they created, and the facilities which they have furnished, a steady tide of immigration has set in to the Lone Star State, and when these lines have become arteries of traffic for the transcontinental, as well as the Mexican trade. Great expectations can be reasonably formed of the trade with Mexico, which must enrich the Southwest System whenever the railroad is completed to the City of Mexico, because if nature has been prodigal with Texas she has been equally so with the neighboring republic of Mexico, which only wants the civilizing and humanizing influence of railroads to render it the recognized paradise of the western hemisphere. Reference to the maps accompanying this work will demonstrate clearly to the reader the strategical advantages which the "Southwest Railway System" possesses for controlling the local traffic of the State of Texas. Entrenched behind such fortresses as Denison, Texarkana, El Paso and Galveston, to say nothing of Laredo, its position would appear almost impregnable, and any possible competition can be defied. The managers of this system realize its power and its controlling influence, but they have sufficient tact and policy to utilize that power for the general good of the community, thereby enhancing the present and future value of their immense property. The railway companies are anxious to secure the settlement of their lands, and they offer great inducements to immigrants in the way of cheap prices and long terms of payment. The greater portion of these lands are of the finest kind, equally adapted for agricultural and pastoral purposes; large blocks are being gradually bought up for speculative purposes. For laborers of all kinds, but especially for the farm laborer, for the mechanic and the artisan, for the man of small means and moderate capital, as well as for the professional man and the investor in mines, timber lands and cattle ranches, in a word, for all classes, Texas is the home, the field for indus-

trial, mechanical and manufacturing development. Enough has been written about Texas to stimulate further inquiries on the question of immigration — all such inquiries will meet with prompt attention from the various subordinate officials of the Southwestern Railway System and the agents of the Southwestern Immigration Company. Personal examination will more than confirm all the representations made in these pages. The productive power and resources of Missouri, Arkansas and Texas, three of the States in which the Southwestern System is located, have been described, and some brief remarks must be now devoted to Louisiana, in which the line of the New Orleans division of the Texas and Pacific Railway from Shreveport to New Orleans has recently been built and opened for business. Comparatively little is known of the section of country traversed by this new road, and the growth of which has been sensibly retarded by the previous want of suitable transportation facilities, except that on the northern division there are large forests of valuable timber, which have been largely utilized for railroad purposes in the construction of the Texas railways; and that in the southern division traverses a country which, although occasionally subject to overflow, is superlatively fertile and admirably adapted for the growth of cotton and sugar, the recognized staples of Louisiana. Although the climate of Louisiana cannot compare with that of the States previously mentioned, and although there may be epidemic diseases incidental to any country of purely alluvial formation, there is no doubt that the rich soil will attract a large immigration to the line of the new road, and as it must eventually become an important link in a through line between St. Louis and New Orleans, in addition to being the highway for traffic between California and New Orleans, it is reasonable to believe that it will become equally as remunerative as any other portions of the system.

Turning now to the lines of the "Southwestern Railway System," west and northwest of the State of Missouri, the reader is invited to study some facts in relation to the

#### STATE OF KANSAS,

In which the Southwestern System owns and operates more than 820 miles of railway through a section of the State which can not be surpassed for its fertility and its natural resources. The main line of the Missouri Pacific Railway after leaving Jackson County, Mo., passes into

#### WYANDOTTE COUNTY,

With an area of 160 square miles, 102,400 acres, and a population, according to the census returns of 1880, of 19,143, and an increase during 10 years, of nearly 100 per cent. The general surface of this county is undulating and bluffy, the bottom lands being only 20 per cent of the whole area; twenty-five per cent of the country is covered with a heavy growth of timber in which walnut, oak and hickory predominate. There are fine quarries of limestone in the county, and the stone has been extensively used for building purposes. About one-half of the county is under cultivation and yields abundant crops of grain and all kinds of farm produce, for all of which there is a ready market at Kansas City. The Kansas City Rolling Mills as well as the works of the Kansas City car wheel and iron fence companies are situated at Rosedale, in this county. Land in this vicinity is held at high figures.

## LEAVENWORTH COUNTY,

Into which the main line passes after leaving Wyandotte County, contains an area of 450 square miles, 288,000 acres, with a population of 32,355 inhabitants. The surface of the country is undulating, fully 80 per cent of the whole area being upland. Prairie predominates, but there is sufficient timberlands for all local purposes. Coal underlies about 7 per cent of the entire area of the country, and is found in veins of 28 inches, between 50 and 700 feet below the surface; it is used almost exclusively for local, domestic and manufacturing purposes, and about 2,000,000 bushels are mined annually. The soil is rich and produces abundant crops of corn and other cereals. Considerable attention has recently been paid to stock raising, dairy farming and fruit culture. Land in this county, whether improved or unimproved, is held at a high figure, in consequence of its proximity to good markets.

## ATCHISON COUNTY,

The next in order going north, contains an area of 400 square miles, 256,000 acres, with a population of 25,668 inhabitants. The general surface of the country is undulating, about 86 per cent of the whole area being upland. Strata of coal have been discovered in many localities, but none mined for market except at Muscotato, and then only in a small way. Fully 40 per cent of the land in Atchison County is under cultivation, and yields large crops of winter wheat and corn. There are several manufacturing establishments at Atchison.

## DONIPHAN COUNTY.

Through the southwestern portion of which the Missouri Pacific Railway passes en route to Omaha, contains an area of 378 square miles, 241,920 acres, with a population of 14,257 inhabitants. The surface of the county is generally undulating, and fully fifty-four per cent of the whole area is prairie, but there is sufficient timber for all farming purposes and general use. More than fifty-five per cent of the country is under cultivation, and land is held at a high figure. Winter wheat and corn are the principal productions, but considerable attention is paid to stock raising and fruit culture.

## BROWN COUNTY

Which is traversed diagonally by the Missouri Pacific Railway, contains an area of 576 square miles, 368,640 acres, with a population of 12,817 inhabitants. Ninety-eight per cent of the county consists of uplands and there is very little timber, the forest land only representing eight per cent of the whole area. Coal has been discovered in some townships, but has only been worked for domestic use. The principal productions are wheat, corn and hay. Large quantities of stock are raised in this country, and several large dairy farms have been established.

## NEMAHA COUNTY.

Is traversed by the "Central Branch division" and contains an area of 720 square miles, 460,800 acres, with a population of 12,462 inhabitants. The population has increased fully eighty per cent within the past ten years. Ninety per cent of the country may be characterized as upland. There is very little timber, and almost all used has to be imported. Wheat, corn, rye and oats are

the staple products, but heavy crops of natural and artificial grasses are also raised. Stock raising is gradually becoming an important industry. About twenty per cent of the land in this county is under cultivation, and farms can be obtained by immigrants at reasonable prices.

#### MARSHALL COUNTY

Contains an area of 900 square miles, 576,000 acres, with a population of 16,136 inhabitants. The general surface of the county is undulating, and only three per cent of the whole area has any growth of timber; hence the lumber used for building and other farming purposes is mostly imported. A little more than twenty per cent of the entire county is at present under cultivation, but the annual increase of improved lands is large, from which fact, as well as from the large accretions to the population during the past five years, it may be reasonably inferred that Marshall County is a popular field for immigration. Winter and Spring wheat, corn, and the other cereals are the staple articles of export, but there are heavy shipments of stock made annually, and considerable attention is now being given to fruit raising. Large quantities of land in this county can be obtained at reasonable prices, and there is no doubt of its proving an attractive home for immigrants.

#### WASHINGTON COUNTY

Contains an area of 900 square miles, 576,000 acres, with a population of 14,910 inhabitants. The general surface of the county is undulating prairie, and there is very little timber, and the bulk of the lumber used for building and farming purposes is imported. About 18 per cent of the area of the county is now under cultivation, but from the recent statistics it is evident that the merits of the county as a home for immigrants are being annually appreciated. Wheat, corn, and other cereals thrive luxuriantly, and the yield of the former averages 28 bushels per acre. There are heavy shipments of stock made annually from this county, and as the prices of land are reasonable, with unequalled transportation facilities, there is every reason for believing that the population and wealth of the county will show a steady and permanent increase.

#### CLOUD COUNTY,

Through which the "Central Division" runs from east to west via Concordia, contains an area of 720 square miles, 460,800 acres, with a population of 15,343 inhabitants. The surface of the county is undulating, and there are but few belts of timber, mainly confined to the streams. Coal is mined in this county for purely local use. About 20 per cent of the acreage in the county is under cultivation, but the number of acres brought under the plow show a large annual increase, and as the population increased from 2,323 in 1870 to 15,343 in 1880, it is reasonable to conclude that the county affords an attractive field for immigrants, the land being sold at reasonable prices and there being ample transportation facilities.

#### REPUBLIC COUNTY,

Into which the Republican Valley Railroad branch of the Central Division runs, contains an area of 720 square miles, 460,800 acres, with a population of 14,913 inhabitants. The surface of the county is generally undulating, and the soil is of a rich quality admirably adapted for the growth of wheat, corn, and other cereals, also of the artificial grasses. About 25 per cent of the area of the

county is under cultivation, but many thousand acres are yearly brought under the plow, and as the population has increased from 1,281 in 1870 to 14,913 in ten years, it is evident that the merits of the county as a home for immigrants is duly appreciated. Coal underlies the southern portion of the county, but the veins do not exceed 30 inches in thickness, and it is only mined for local purpose. Stock raising is gradually becoming an important industry.

#### MITCHELL COUNTY,

Into which the main line of the Central Division runs, contains an area of 720 square miles, 460,800 acres, with a population of 14,911 inhabitants. The surface of the county is undulating, and fully 98 per cent of the whole area is prairie. About 15 per cent of the land is under cultivation, and large additions are being annually made to the area of cultivated land. The reader can draw his own conclusion from the fact that the population increased from 485 inhabitants in 1870 to 14,911 in 1880. The yield of corn, wheat and other cereals, also of artificial grasses, is large. Considerable attention is also now paid to stock raising. Lands in this county can be bought at reasonable figures.

#### SMITH COUNTY,

Contains an area of 900 square miles, 576,000 acres, with a population of 13,883 inhabitants. The surface of the county is undulating, and 98 per cent of the whole area is prairie. The soil is admirably adapted for the growth of all the cereals and grasses, also for the raising of stock. And as the population has increased in ten years from 66 to 13,883, the popularity of the county with new settlers is very evident. About 20 per cent of the area of the county is under cultivation, and this amount is annually increased by between 15,000 and 20,000 acres. Corn will yield here in a good year between 80 and 100 bushels per acre. Land can be purchased at reasonable prices.

#### PHILLIPS COUNTY,

Through which the "Central Division" has been recently extended, contains an area of 900 square miles, 576,000 acres, with a population of 12,014 inhabitants. Eighty-five per cent of the county is upland prairie, and the soil is admirably adapted for the cultivation of all cereals and grasses, the yield per acre being very large. Stock raising is also assuming a prominent position in the industries of the county, and the rapid increase of the population furnishes satisfactory evidence about its popularity as a home for immigrants.

#### OSBORNE COUNTY,

Into which the "South Solomon Section" of the Central Division has been built contains an area of 900 square miles, 576,000 acres, with a population of 12,517 inhabitants. Fully 98 per cent of the county is upland prairie, and the timber is confined to narrow belts along the streams. The soil is very productive, and there are large crops of corn, wheat, and grass. Shipments of stock are also heavy, and as the population has increased from 33 in 1870 to the number above given in 1880, it is evident that the county possesses great attractions for emigrants. The wheat will sometimes yield as much as 35 bushels per acre. Lands in this county are held at reasonable figures, but a large increased average is



annually brought under cultivation, so that the ratio of improved to unimproved land is now comparing favorably with that of Eastern Kansas.

What is known as the "Kansas and Arizona division" after leaving Cass County, in the State of Missouri, passes into

#### MIAMI COUNTY,

Which contains an area of 576 square miles; 368,640 acres, with a population of 17,892 inhabitants. Fully one-half of the county is under cultivation, and the heavy crops of corn, other cereals and grasses, bear ample testimony to the general fertility of the soil, and its adaptation to for all farming purposes. The population of the county has increased 75 per cent during the past year. Considerable attention is paid to stock raising and fruit culture.

#### FRANKLIN COUNTY,

Into which the Ossawatamie branch of the Kansas and Arizona division runs contains an area of 576 square miles, 368,640 acres, with a population of 16,797 inhabitants. The number of inhabitants having increased 60 per cent in ten years. The ratio of cultivated to unimproved land is about 34 per cent of the former to 66 per cent of the latter. There are large crops of corn and other grain, also of the grasses, raised annually, and the shipments of live stock are also heavy. Considerable attention has of late years been paid to fruit culture, and the industry is highly remunerative. Lands in Franklin County are held firmly but there is abundant room for settlers with moderate capital.

#### ANDERSON COUNTY,

Through which the "Kansas and Arizona division" runs southwest, contains an area of 576 square miles, 368,640 acres, with a population of 9,657 inhabitants. The surface of the county is upland prairie, and about 20 per cent of the whole area is under cultivation. The staple crops are wheat, corn, oats and grasses. Considerable attention is also paid now to stock raising, and the shipments of live stock are annually increasing. Fruit culture is also profitable on account of the accessibility of a market. Lands in this county can be obtained at reasonable prices.

#### COFFEY COUNTY,

In which the Kansas and Arizona Division terminates, contains an area of 648 square miles, 414,720 acres, with a population of 11,498 inhabitants. There was nearly 90 per cent of increase in the population during the decade ending 1880. The general surface of the county is undulating prairie, and the soil being well adapted for the cultivation of corn, wheat, and all small grains, the shipments are heavy. Fruit culture and stock raising are also profitable industries and the business in both departments shows a healthy annual increase. This is a good county for settlement as there are good railroad facilities and land is sold at figures which bring it within the reach of men of moderate means.

#### DAVIS COUNTY,

In which the northern terminus of the "Neosho division" is situated, contains an area of 392 square miles, 250,880 acres, with a population of 6,934 inhabitants. The surface of the county is undulating prairie, and about 20 per cent

of the whole area is now under cultivation, the soil being specially adapted for the growth of winter wheat, corn, and all the cereals. Stock raising and fruit culture prove each year by their annual increase that they are profitable industries. The population of Davis County increases very slowly notwithstanding that it has superior transportation facilities. Land can be bought at prices which compare favorably with those prevalent in other sections of the State.

### MORRIS COUNTY

Contains 684 square miles, 437,760 acres, with a population of 9,265 inhabitants. The population has more than quadrupled itself during the past ten years. The general surface of the county is upland and prairie, and the soil is rich; about ten per cent of the land in the county is improved, but the returns show that between 8,000 and 10,000 acres are annually added to that already in cultivation. The reports show a large yield of winter wheat, corn and other cereals, also of millet. Wheat has turned out 45 bushels per acre. Stock raising and fruit culture are thriving and remunerative industries. The prices of land in this county are such as to attract immigration.

### LYON COUNTY,

Which is traversed by the Neosho division from the northwest to the southeast, contains an area of 850 square miles, 544,000 acres, with a population of 17,326 inhabitants. The population has more than doubled itself within the past ten years, and that increase will continue until the whole area of the county has been brought under cultivation. The general surface of the county is undulating prairie, and the crop returns prove indisputably the richness of the soil, and its adaptation for the cultivation of corn, wheat and other cereals, also for grasses. Stock raising and fruit culture are also highly remunerative industries. Land can be purchased in Lyon County at what may be considered reasonable prices, in view of the superior railroad facilities.

### WOODSON COUNTY

Contains an area of 564 square miles, 360,960 acres, with a population of 6,535 inhabitants. The population nearly doubled itself during decade ending 1880. The general surface of this county is undulating prairie, and although not much more than twenty per cent of the land in the county has been brought under cultivation, large additions are now being annually made to the improved lands. Corn, wheat and the other cereals thrive well, and considerable attention is paid to stock raising and sheep farming. The various classes of fruit thrive luxuriantly in Woodson County. There is a good supply of surface coal in the central and western portions of the county, which is mined sufficiently to supply all local demands. Land in this county can be purchased at low figures.

### ALLEN COUNTY,

The western portion of which is traversed by the Neosho division, contains an area of 504 square miles, 322,560 acres, with a population, according to the census of 1880, of 11,303 inhabitants, an increase since the previous census of between 55 and 60 per cent. The general surface of the country may be characterized as rolling prairie, and there is little timber except along the banks of the Neosho river. As in the adjacent counties, the soil is peculiarly adapted for the

cultivation of corn and other cereals, also of grasses, large crops being raised annually. Fruit culture is gradually receiving increased attention, and stock raising is becoming a highly remunerative industry. Land can be obtained at figures which will naturally attract immigration.

#### BOURBON COUNTY,

Through which the main line of the Kansas and Texas division runs after passing the Missouri State line, contains an area of 650 square miles, 416,000 acres, with a population of 19,591 inhabitants. There has been a steady increase in the population during the past 10 years, but the percentage of increase is not nearly as large as that which has characterized the growth of the central and western counties of the State. The general surface of the county is undulating prairie, and the soil is rich, producing large crops of corn, wheat and all small grain, also of hay. Nearly two-fifths of the county are now under cultivation, and large additions are annually made to the improved farm lands. Stock raising and sheep farming are now receiving great attention, and a similar remark applies to fruit culture, which, under the influence of a good demand and ready market, is now assuming large proportions. It is estimated that one-third of the whole county is underlaid with a superior coal of which the annual output amounts to more than 2,000,000 bushels.

#### CRAWFORD COUNTY,

Through the northwestern portion of which the Kansas and Texas division is located, contains an area of 580 square miles, 371,200 acres, with a population of 16,851 inhabitants. The population has more than doubled itself within ten years. The surface of the county is undulating prairie, and about one-third of the county has been brought under cultivation. The value of the agricultural products in Crawford County amounts to more than \$1,000,000 annually. The cereals and hay are important factors in the shipments. Stock raising and fruit culture are found highly remunerative, the latter especially so. Coal underlies the whole surface of the county, the seams varying from 5 feet in thickness. The quality of the coal is good, and large quantities are annually exported.

#### NEOSHO COUNTY,

In which the main line of the Kansas and Texas Division forms a junction with the Neosho Division, at a town called Parsons, contains an area of 576 square miles, 368,640 acres, with a population of 15,121 inhabitants. The population increased fifty per cent in decade, ending June, 1880. The general surface of the county is undulating prairie, with a rich soil, capable of producing large crops of corn, and all the other cereals. Nearly one-half of the county is now under cultivation, and as there are abundant railroad facilities, there is no apparent reason why there should not be an immigration into the county which would increase very largely during the next few years the area of improved lands. Cattle and sheep-raising is a prominent industry, and fruit culture has not been neglected in the general march of progress and improvement. Coal underlies fully ten per cent of the county, but is only worked at present to supply local trade.

#### LABETTE COUNTY,

Which the Kansas and Texas Division traverses before reaching the Indian

Territory, contains an area of 670 square miles, 428,800 acres, with a population of 22,735 inhabitants, the population having increased more than one hundred and twenty per cent in ten years ending June, 1880. The general surface of the county is undulating prairie, and the character of the soil approximates closely to that of the neighboring counties, which produce such large crops of corn, wheat, and other grains. The value of the grass product in this county is more than \$150,000 annually. Between forty-five and fifty per cent of the lands in this county are improved; but there is still abundant room for immigration, and sellers can here secure comfortable homes, with all the accessories of good educational facilities. Stock raising and fruit culture are prominent industries. From what has been written above about the counties in the State of Kansas, which are traversed by the railway of the Southwestern System, it must be apparent to the reader that they must even now furnish a heavy and remunerative traffic. What will be the aggregate traffic derivable from this section of country in the near future, cannot be foreshadowed with any certainty, because the growth and trade development of this Western State have been so unique and extraordinary in their character that they defy the calculations of all would be scientists and statisticians. It must be remembered, however, that although the "Southwestern Railway System" controls directly through its lines such a small proportion of the general trade and traffic of the whole State its relations with such railroads as the Kansas Pacific and the Atchison, Topeka and Santa Fe Railroads, which traverse the State from east to west are so harmonious that through them it practically controls as much business as it would if its direct ownership of railway property in Kansas was as great as in Missouri, Arkansas and Texas. Reference has been frequently made above in describing the counties in Kansas to the special adaptation of the soil for producing corn, wheat, and other cereals. The following general information may be useful as proving the truth of the opinions which have been expressed. Kansas as a State has but just attained its majority and it is only now passing through the 22d year of its existence as a State. It was admitted to the Union in January, 1861, and at that time its population was 107,206 — nineteen and a half-years roll round, and the census returns, show that the aggregate population had increasee to 996,616. To-day its inhabitants will number considerably more than 1,000,000. In 1865 the entire cultivated area of Kansas was 274,000 acres. Sixteen years later, in 1881, the agricultural reports asserted that nearly 10,000,000 acres had been improved and brought under cultivation. During 1881 the 9,802,719 acres under cultivation produced crops whose market value aggregated \$91,942,439, an average return of between \$9 and \$10 per acre. The returns also show that the increase in cultivated area from 1874 was 6,125,300 acres, and that during the year ending March 1, 1881, 11,078 farm dwellings were erected, whose estimated value was \$2,638,545. In 1874 Kansas produced 9,881,383 bushels of wheat, valued at \$7,631,671, and 15,699,078 bushels of corn, worth \$12,283,142. In 1881 the yield of wheat was 20,479,689 bushels, representing a value of \$21,705,275, and 80,760,542 bushels of corn, worth \$44,859,963. These figures deserve careful consideration. Again reference was made to the fact that stock raising was a remunerative pursuit. In 1874 the number of cattle in the State of Kansas aggregated 749,959, worth \$13,124,273. In 1881 the number of cattle was nearly 70 per cent greater, aggregating 1,246,457, with a market value of \$31,161,425, and here it might be noted that while for the past 20 years cattle men have occupied the frontier counties with large herds of cattle, mostly driven in from Texas, no other food or shelter was provided at any season of the year than that furnished by nature, and unless an exceptionally severe winter entailed heavy losses, the business was very remunerative, because the cattle men had no land or winter

feed to provide, and the only expense was that of herding. As the farming settlements, however, advanced westward, the cattle men have been obliged to recede, so that now *range* cattle will not be found east of the 100th meridian, and although considerable ranging of cattle is still carried on in extreme Western Kansas, Colorado, New Mexico, and Northwestern Texas, the business is not as remunerative as heretofore because the popular demand now is for *corn-fed*, not *grass-fed*, beeves for the best grade of cattle instead of the native herds, hence even those who own cattle ranches in the Territories have to send their beeves for final fattening where corn is cheap and abundant. In this respect the State of Kansas is happily situated, because of the original low figure at which settlers have been able to purchase land, and on account of the heavy crops of corn which are raised in that section. Again the climate of the State is such as to avoid the rigor and heavy feeding of a Northern winter, while it is far enough south to handle safely and profitably cattle of the higher grade and the purest blood. In Kansas, the purity of the atmosphere and the healthfulness of the location are unquestioned. There is a never failing supply of good water, there are long grazing and short feeding seasons, the winter seasons are comparatively dry and open, grain, hay and stock fodder of all kinds can be cheaply produced, in brief, there is no region perhaps in the world, which unites more of the essential elements of a successful cattle country. As good beef cattle are now raised in the State of Kansas as in Illinois or New York. It is true that it costs the shipper more for shipment to a market, but that extra cost of transportation is more than counterbalanced by the cost of land, \$5 per acre in Kansas as against \$25 per acre in Illinois, and \$50 per acre in New York State. It would be easy to prove that the State of Kansas, with its cheaper lands, and better climate and seasons can produce beef for \$1 per hundred pounds cheaper than Illinois, and \$1.50 per hundred pounds cheaper than New York State, hence stock raising must be for all time to come, a remunerative business, and each year must show a large increase over that preceding it. In this increasing business the "Southwestern Railway System" must participate largely, and the city of St. Louis, as the recognized commercial center of this extended system must be correspondingly benefited.

This much about the productive power, growth and resources of the State of Kansas. A few remarks about the

#### STATE OF NEBRASKA

Will now be appropriate, in view of the extension which has recently been built from Atchison to Omaha. The construction of this extension is destined to have a remarkable influence on the commerce of St. Louis by making it to participate in the local trade and traffic of a State whose growth and development have been fully as phenomenal as those of the State of Kansas. In former years the trade of this, the 37th State enrolled in the Union, was almost entirely monopolized by Chicago; it has been left for the far-seeing managers of the "Southwestern Railway System" to open up for the capital and energy of St. Louis merchants new avenues of commerce, and they will be strangely derelict in their duty to their city and themselves if they do not improve the opportunities thus brought within their reach, and bring the trade where it legitimately belongs. The growth of the State of Nebraska has been characterized above as phenomenal. In 1855, when it was first admitted as a territory, the aggregate population was only 4,424. In 1880, the inhabitants numbered 452,542, an increase in twenty-five years of more than a hundred fold; and the prospect is that the State will continue to increase in the same ratio for fifty

years to come. At any rate, there is abundant room for such increase, as the State, while extending from the Missouri River to the base of the Rocky Mountains, with an extreme length of 430 miles, and a width of 208 miles, contains an area of 76,000 square miles, or nearly 50,000,000 acres, of the best grazing and farming lands in America. The surface of the State rises gradually from the Missouri River to its western boundary, the elevation varying from 1,000 to 5,000 feet above the sea level. These geographical conditions secure perfect drainage, a dry, clear, bracing atmosphere, and a climate remarkably temperate and healthful. The spring season opens early, developing into a long but bright summer, which in turn gives place to a most beautiful fall. The winters are usually short, with but little snow. Malarial diseases do not originate in the State, but whenever they occur are found to have been imported; and epidemic maladies are rare, the high altitude and bracing character of the atmosphere being qualified to ward off deleterious and miasmatic influences. It may be noted that persons in any manner predisposed to either rheumatic or pulmonary diseases invariably find relief from a residence in the health-giving atmosphere of this State. The increase of rainfall has been remarkable since the settlement of the State. Formerly, agricultural operations were confined to a narrow belt of land, twenty miles in width, contiguous to the Missouri River. To-day, the pursuit of agriculture is carried on successfully for more than 350 miles west of the river, and each year improvements are advancing further West, while the average rainfall is fully equal to that in Missouri, Indiana, Ohio and New York. This superior climate is supplemented by a soil of surpassing richness from three to ten feet in depth, easily worked along the streams, where the country is usually level, this soil is black and friable, producing heavy crops of wheat, corn and other cereals. At some distance from the streams the soil is almost equally good, and in wet seasons more desirable, because the surface of the country is more undulating. The whole region seems intended by nature for the production of breadstuffs, and the yield is often so abundant that the product of two years crops are sometimes more than sufficient to pay the entire cost of the land on which they are grown. An eminent professor of Nebraska State University, in commenting upon the soil of Nebraska remarks: "It can never be exhausted until every hill and valley "which compose it are entirely worn away, owing to its remarkably fine com-  
"mineated silica of which the bulk of the deposit consists, it possesses natural  
"drainage in the highest degree, absorbing water like a huge sponge, and in  
"time of drouth sending up moisture from its greatest depths, by capillary at-  
"traction, for the needs of vegetation. This is the reason why, over all the  
"region where the deposits prevail, the natural vegetation and cultivated crops  
"are rarely dried or drowned out." Corn, grain of all kinds, including both winter and spring wheat, flax, root crops and all vegetables are raised successfully and in abundance. The State is also admirably adapted for fruit raising, and with such great success has this special industry been followed up, that at the time of the Centennial Exposition, many competent judges pronounced the apples on exhibit from the State of Nebraska the fairest which they had ever seen, and the color the highest, — in their opinion the fruits of California, although, perhaps, more superb and more varied occupied a second place. Stock raising and sheep farming, which are carried on almost exclusively in the western portion of the State, and connected with general agriculture in the eastern and central section are, as a rule, highly remunerative, the profits varying from twenty to fifty per cent on the investment. Considerable attention has been paid during the past two years to dairy farming, the argument in its favor being, and the logic is sound, that if dairying can be carried on successfully in

States where land is worth from \$25 to \$50 per acre, pasturage small and markets limited it must be, whereas in Nebraska, land can be had for \$5 per acre, where pasturage is free and boundless, and where there are markets with increasing demands on all sides, such as Colorado, Wyoming, Montana, and Utah. While Nebraska may be characterized peculiarly as a prairie State, the timber supply in the shape of cottonwood, elm, oak, and black walnut found in the valleys contiguous to the principal streams has been nearly equal to the present requirements for farming and domestic purposes, but farmers plant their own trees and hence do not have the trouble of removing timber before agriculture is introduced. The maple tree when planted in Nebraska thrives luxuriantly, and instances are not rare where maple saplings, planted when not two feet in height, have attained in less than 8 years a height of fully 30 feet. Special privileges in locating homesteads are granted by the general government to those who will plant a certain amount of timber land. The census returns for 1880 show that at that time the State of Nebraska had 115,201 acres under crop with barley, of which the product was 1,744,686 bushels; 1,666 acres sown with buckwheat, of which the yield was 17,562 bushels; 1,630,660 acres planted with Indian corn, whose crop amounted to 65,450,135 bushels; 250,467 acres under oats, of which the crop was 6,555,875 bushels; 34,297 acres planted with rye, of which the yield was 424,348 bushels, and 1,469,865 acres sown with wheat, from which were harvested 13,847,007 bushels. This is not a bad exhibit for a State whose agricultural belt did not extend 20 years ago more than 20 miles from the Missouri River.

In concluding this third part or division of the book which has been specially lengthened, and in many instances described in minute detail, with the view of giving the reader some adequate idea of the resources and possibilities of the section of country traversed by the network of railways embraced in the "Southwestern Railway System," and all of which under the present able management of that vast and valuable property must contribute in a marked manner to building up the commercial supremacy of the city of St. Louis and its varied manufacturing interests, it may be advisable to summarize the conclusions which are reached after a careful consideration of the whole subject.

*First.* The whole section of country tributary to this "Southwestern System," with the exception, perhaps, of some lands in Texas, where it has not as yet been satisfactorily demonstrated that the climate and soil are adapted for the present wants and requirements of civilized man, are available for *immediate settlement*, and that it is practicable for any person with ordinary tact, energy and business intelligence to create for himself an independent home within a few years, and that even on these lands the present owners are making careful experiments with the view of proving, in advance of any sale, their adaptability for settlement.

*Second.* That the difficulties and hardships which attended immigration in former times are now almost entirely removed by the introduction of superior transportation facilities, and that in consequence of always having a market through their instrumentality for his surplus products, the immigrant is able to surround himself from the outset with all the necessities and conveniences of a modern advanced civilization.

*Third.* That in the whole section of country tributary to the "Southwestern Railway System," the educational advantages are fully equal to, and in many instances superior, those of the older settled States, hence the heads of families in immigrating and establishing a new home in the Southwest, need be under no anxiety about the mental future of their families; while in every section their religious aspirations will be amply accommodated and sedulously supplied.

*Fourth.* That the prairies of Nebraska, Kansas and Texas, equally with the rich rolling lands of Southwestern and Central Missouri, are admirably adapted for the growth of winter wheat, corn and other small grain, hence there must be a constant flow of this important staple to St. Louis, which is its principal market; hence there is no fear of its retrograding from its present position as the great flouring centre of the North American Continent. That the whole country, with but few exceptions, is suitable for stock raising, and especially in the Southwest, for sheep farming; and that those who engage in this pursuit, through their ability to buy land cheap and raw feed at low figures, are enabled to overcome the apparent disadvantage of long distance from a market, and to compete on more than equal terms with those who are in proximity to the Atlantic seaboard States. That in connection with stock raising, dairy farming is destined, in the near future, to become an important industry, and that it is even now prosecuted with great success. Further, that the cotton producing capabilities of the States of Arkansas and Texas, to say nothing of Southern Missouri, guarantee the successful maintenance of the city of St. Louis as the principal interior cotton market of the country; and that the known mineral resources of Missouri, Arkansas and Northwestern Texas, must prove a perennial source of wealth to those engaged in their development, while their increased production must aggrandize in a marked manner the commercial importance of St. Louis.

*Fifth.* That the unsurpassed water power of the section of country embraced in the "Southwestern Railway System," supplemented by the almost inexhaustible supply of cheap fuel, must inevitably tend to the establishment of manufacturing, and the transformation of the superabundant raw material into manufactured articles of daily use; hence these States, which have been above described, offer unequalled inducements for the immigration of mechanics and artisans as well as farm laborers.

*Sixth.* That the natural resources of the country embraced in the "Southwestern Railway System" must, in the near future, when supplemented by an influx of population, render it the centre of intelligence and wealth on the American Continent. This should be the studied aim and ambition, not merely of the active managers and the executive of these Southwestern railways, but of every one who can boast that he has a house and property in that section.

No reference has been made in this division of the work to the Indian Territory, which is traversed by the "Kansas and Texas division," and in which there are great possibilities, at present comparatively dormant. Should this Territory be ever opened to general settlement, the recognized fertility of the soil and the salubrity of the climate, would render it a desirable home for intending immigrants, and the traffic of the "Southwestern Railway System," equally with the general trade and commerce of the city of St. Louis, would be materially benefited thereby. The legislation of this country may have placed, figuratively speaking, a Chinese wall round the Eden of the Southwest; but the barriers will be broken down, and the aggressive, dominant Caucasian race will assert its rights of superior force and mental power; it will not permit the onward march of civilization and progress to be retarded by an antiquated and inconsistent legislation,

It is to be regretted that the prescribed limits of this book necessitate such comparatively meagre details about the productive power, growth and possibilities of the Southwest. The subject is an interesting one, and its interest is enhanced by its positive reality; because in the statements which have been furnished, no drafts have been made on imagination; facts have been dealt in only, and the experience of practical men, not visionary enthusiasts, has been



enlisted to demonstrate the absolute soundness of the position which has been taken, and the accuracy of the statistics on which immigration was invited.

Need more be said. The mind wanders into the future, and pictures to itself the glorious destiny of the Southwest. It sees that country rich in all that nature has ever provided for man on this planet; teeming with millions of an industrious and happy population, each of whom is animated by a common purpose, viz.: the aggrandizement of this glorious republic, and the maintenance of those institutions under which, by the blessing of an all-wise Providence, this country has attained such a deservedly prominent position among the nations of the earth; it sees a grand panorama, in which the city of St. Louis occupies the first place as a commercial centre and manufacturing emporium, and in which Omaha, St. Joseph, Kansas City, Hannibal, Little Rock and Fort Scott figure as worthy satellites of the great planet, while the maritime trade of New Orleans and Galveston rival that of Tyre and Venice in their palmiest days. Nay, further, it sees the present republic of Mexico annexed to the United States, the peons of that rich, but hitherto disorganized country, developed to a higher plane of mankind, vieing with each other in their efforts to redeem the past, and to prove that the railroads are more practical and eloquent missionaries of progress and civilization than the professors of an abstract theology.

## PART FOURTH.

**THE DIRECT INFLUENCE OF THE MISSISSIPPI RIVER IN  
PROMOTING THE PROSPERITY OF THE SOUTHWESTERN  
RAILWAY SYSTEM AND OF ST. LOUIS, TO WHICH, AS  
A GREAT BUSINESS CENTRE, THE TRAFFIC OF THAT  
SYSTEM SHOULD NATURALLY CONVERGE.**

Allusion was made in the introductory remarks or preface of this book to the fact that the existence of the Mississippi River as the frontier of the "Southwestern Railway System," render it an *imperium in imperio*, and gave it an independence of the trans-Mississippi system of railways, which could not fail to be utilized largely by those who evidently realized the mission of the railways traversing the Southwest. This remark would be justifiable if St. Louis alone were the *debouchure* on the Mississippi River of which the traffic of the "Southwestern Railway System" might avail itself, but it is more especially true in view of the fact that, by the extensions which have been built, the river can be utilized in all seasons of the year and at all stages of water to furnish economical and reliable transportation for the millions of producers in the Southwestern States. At Belmont and Helena, as well as at St. Louis, the river now comes to the front as an important ally of the railways and as an influential factor in securing permanent economies for the masses — not for the favored few. It would be easy to prove that an extended utilization now of the facilities for cheap transportation offered by the Mississippi River and its tributaries would add at least \$10,000,000 to the annual wealth of the toilers in Missonri, Kansas and Nebraska. This means that the producers could spend more money on the improvements of their respective properties; that their children should be better educated and better clothed; and that the general trade of the country, to which St. Louis is the recognized commercial centre, should receive a fresh and encouraging impetus. It has been stated above that, from the standpoint of the writer, the success of republican institutions and the perpetuation of those principles which are the corner-stones of liberty and freedom, depended to a very great extent on the general distribution of wealth — not its concentration in the hands of a few. In no easier manner can this result be obtained than by the improvement of the Mississippi River and a full development of the barge line system by a liberal investment in which the managers of the Southwestern Railway System have shown remarkable tact and business sagacity. It has been imagined that the railway system and the water line were antagonistic. The reverse is the case, because business developed by the water line creates a traffic in articles which require a speedy transport and which can bear rail rates, and, in like manner, the railway passenger traffic is largely increased. While, therefore, the whole country is benefited by the water lines, the railways themselves share in the general prosperity, and railways and water lines are helpful of each other. This conclusion may appear paradoxical, but is none the less true. Cheap transportation stimulates production and enriches the producer. The possession of these riches creates artificial wants, and in ministering to these artificial wants by the transportation of articles which may be classed as *time freight*, the railroads indirectly derive a large and correspondingly remunerative revenue. Again, the water lines become invaluable adjuncts of the rail

system by helping to move the yearly increasing crops of the West, and by preventing railroad companies from making investments in surplus equipment, which, for at any rate one-third of the year, would be unremunerative. To explain: the existing lines of railroad between the West and East are fully capable of hauling double, perhaps treble, their present tonnage during the year, provided such tonnage were evenly distributed over twelve months, and the shipments were regular, not spasmodic; but when the crops are harvested each shipper or producer is anxious to market his produce at once, and they cannot be accommodated, unless the railroad companies have a large surplus equipment in the shape of engines and cars, which they cannot be expected to keep constantly on hand to meet extraordinary emergencies. Here the water lines, supplemented by the elevators and the warehouses, come in and play their part, becoming factors in a comprehensive system of internal improvements, which are necessitated by the age in which we live, and which are entitled equally with the railroads to public patronage. That they are rapidly gaining favor with the shipping public, the commercial statistics of St. Louis and New Orleans furnish abundant evidence that the business over the water lines will assume much larger proportions when the river and its tributaries are intelligently improved, none will doubt who comprehend how readily the business of transportation responds to the facilities furnished for it. And here it might be appropriately noted, that the river outlet could only have been partially used as an adjunct or ally, in developing the trade of the Southwest, had not the jetty improvements, made under the auspices of Captain James B Eads, been so successful in an engineering point of view; and the possibilities of New Orleans for a large export and import trade thereby been rendered positive. Great credit is due to this truly great man for the manner in which he overcame obstacles in the prosecution of his national work, which would have daunted those who had not the same iron will and the same fixity of purpose. The same genius and enterprise, which, by the jetty improvements, have contributed so materially to building up the Southwest and to opening up for it the commerce of the world, are now concentrated on the deepening of the Mississippi River; and there is little doubt that results will be such as to justify the belief that ocean-going vessels will within a few years be able to load direct at Helena, Memphis, Cairo and St. Louis. One thing is certain, that the jetties, by making it possible for the largest class of vessels to enter the Mississippi at a cost far below what it had previously cost vessels of much lighter draught to enter, have brought about a great reduction in the through rates of freight to Europe via New Orleans; and this reduction has necessarily compelled the adoption of a similar policy by the trans-Mississippi railroad lines, hence, even if only a small percentage of the export trade seeks the New Orleans route, the fact of its existence and its commercial availability benefits the producers throughout the West, and there are some who estimate that the cheapening of transportation by the water lines has increased the valuation of crops in the West and Northwest fully \$100,000,000 annually. It must be remembered, however, that this reduction of charges, which inures in such a marked manner to the benefit of the producer and shipper, is met by a strong competition on the part of the strong and influential railway lines; and the margin of profit on these competitive rates is naturally small, hence the necessity for an uninterrupted channel and no obstructions throughout the whole, and not a part of the year, if the water line is to subserve adequately the necessities of the population which is geographically and commercially dependent on it. Great advances have been made during the past few years in improving the river and keeping it free from dangerous obstructions, consequently the risks

of navigation and the cost of insurance are not so great as heretofore; but all the improvements hitherto made have been sporadic in their character, and have not been based on one general comprehensive plan; hence the advantages are not as great as they might have been if a correct policy of improvement had been inaugurated. When that is done, and when every flood does not shift channels from bars and plant dangerous snags in the bed of the river, transportation by water can be reduced even below its present very moderate cost. At the same time it may be remarked that this treatment of the Mississippi River is an exceptional problem, whose solution cannot be reached by the rules of former experience in other countries, or by mere engineering skill, but by utilizing the practical knowledge of those who have spent their lives on the Mississippi River, have carefully studied its eccentricities, and who know the forces which nature employs in the channel of this great river and its tributaries. It was long ago ascertained that the economical transportation of grain on the river was impossible unless it could be transported in barges and on the same principles which governed coal-towage; hence when the jetties were completed, St. Louis was provided with an equipment of barges calculated for the special service. The number of these floating warehouses has been annually increased until now, with a fair stage of water, fully 40,000,000 bushels of grain can be handled by the water line from St. Louis to New Orleans annually. Among the companies interested in the transportation of grain by barges the St. Louis and Mississippi Valley Transportation Company occupies the first place. This company represents the consolidated tonnage and facilities of the Mississippi Valley, and of the St. Louis and New Orleans Transportation Company, and the equipment consists of 13 powerful tug-boats and 98 barges, with an aggregate capacity of 127,400 tons, or, in round numbers, 4,500,000 bushels. By the establishment of this immense inland navigation company, the best interests of the rail and river systems existing at St. Louis have been brought into reciprocal relations, for large blocks of the stock of the Barge Company are held by parties directly interested in the "Southwestern Railway System;" hence it is their interest to make the water and rail lines equally remunerative. In addition to these steamers and barges the company owns stationary grain elevators at Cairo, Belmont and New Orleans of immense capacity. All the elevators located on the river at St. Louis and East St. Louis, including the St. Louis, East St. Louis, Union, Central, National and Advance, are reached by the company's barges. Besides these elevators there are spacious and convenient warehouses at various points, and every facility for conducting the business of the company expeditiously and economically. It is said that the investments in this barge line and its necessary adjuncts already amount to more than \$2,000,000, and additions will be made as wanted to the present plant, so that shippers, exporters and importers can at all times secure unequalled advantages in prompt and safe transit for their goods to and from the prominent points between St. Louis and the Gulf and to foreign ports. Allusion has been made here specially to imports, because if the merchants and traders of St. Louis want to make proper use of the water line and secure permanently cheap transportation, they must import as well as export. The same rule holds good in water as in rail service, viz., that a return freight is the best guarantee of economy. Vessels which come from foreign ports to New Orleans in ballast cannot afford to give the same rates outward as they could do if they had a comparatively remunerative freight inward. This fact has been, unfortunately, too much overlooked, not merely by the merchants of St. Louis, but by those of Cincinnati, Louisville, Memphis and other commercial centers of the Mississippi Valley; and they should realize that it is only by a comprehensive concentration of their efforts to import via New Orleans they can secure

for themselves and the people of the Mississippi Valley the advantages which should accrue from an intelligent use of the transportation facilities now furnished by the water line. The barge line is available for the transportation of all articles of commerce, and its operations is not confined to the cereal products of the country, as has been imagined by some, hence its value in building up the general trade and commerce of the Southwest. It is naturally difficult to determine the lowest rate at which grain can be conveyed from St. Louis to New Orleans, because the conditions of operating vary on water as well as on land; but it may be stated that wheat or corn can be carried the whole distance at three and a half cents per bushel in a fair stage of water, with a moderate margin of profit, while it could not be transported from St. Louis to New York, except at a positive loss, for less than fifteen and a half or sixteen cents per bushel, hence, even if the ocean rate from New Orleans to Liverpool is five cents per bushel higher than the steamer rate from New York, there still remains a margin of profit for the producer, which must inevitably divert a large portion of the export trade of the West and Southwest to New Orleans in preference to the four principal Atlantic seaports. It may be argued, and with some show of reason, that the rail rate above given, which represents between four and a half and five mills per ton per mile, is not a fair comparison, because it frequently happens that a railroad company, when competing for business, in preference to losing it, will charge against that special business the mere cost of handling it involved in motive power, fuel, train service, etc., and will not burden it with any proportion of fixed charges or permanent expenses, which are always estimated in the *average* cost of transportation. This can be done more easily in view of the ratio existing between through and local business on almost all the prominent railroads of the country. In connection with this, it may be remarked that serious misapprehensions exist about the export grain trade. It is large, but not nearly so large as some would imagine from reading that the wheat crop of this country was 500,000,000 bushels, and the corn crop 1,800,000,000 bushels. Out of that wheat crop more than 300,000,000 bushels, and out of that corn crop more than 1,600,000,000 bushels will be used at home for seed and other productive purposes. There will not be available for export, except in the most favorable years, more than 200,000,000 bushels of wheat and a similar quantity of corn, neither is there the foreign demand; hence, if all the export grain trade of the Southwest and West were floated on the "Father of Waters" to New Orleans, the revenue of the trans-Mississippi railroads would not be materially reduced, because the diversion of foreign trade would enable them to establish a higher schedule to interior domestic points, where, after all, the bulk of the business at present originating in the Southwest and West, ultimately gravitates. One fact has been signally demonstrated in the management of the "Southwestern Railway System," viz., that the executives are not such fanatics as to believe that nothing good exists out of the railway world; they recognize merit generally where they find it, and will utilize it to enhance the value of their immense property; they appreciate the importance of the river connection, because it secured them comparative independence and a perfect immunity from the spasmodic rate contests of the so-called trunk lines, in which all the roads east of the Mississippi river invariably become involved; they determined to make themselves masters of the situation, and they have succeeded effectually by causing the water line to co-operate with their rail system. In operating to benefit the interests of their own property, they have contributed more than any of their predecessors in railroad management towards building up the permanent, not fictitious, prosperity of the empire in which their railroads are interested in developing, and of the commercial metropolis with which they are so closely

identified. The following marine statistics furnish some idea of the commerce of the port of New Orleans with Europe. There are ten different lines of large steamers which rendezvous at New Orleans, and obtain a large proportion of their outward cargo there:—

(1.) *The West India and Pacific Line* (British). — Thirteen first-class iron vessels, averaging 2,000 tons each, sail from Liverpool to the West Indies via Havre and Bordeaux, bringing large cargoes from there to distribute along the route. After obtaining a small amount of return freight at these ports, they fill out their return cargo at New Orleans with cotton or bulk grain.

(2.) *The Mississippi and Dominion Line* (British). — Twelve first-class vessels, three more in the course of construction; average tonnage, 3,000 tons. These vessels sail from Liverpool to Corunna, Spain, thence to Havana, and home to Liverpool via New Orleans, where they usually take large cargoes of cotton, grain, oil cake, etc

(3.) *North German Lloyd* (German). — Three first-class steamers; average, 2800 tons each. Route: Bremen to New Orleans via Southampton and Havana, returning direct to Bremen. This line brings a large number of immigrants for Texas, and loads back with cotton, grain and oil cake.

(4.) *French Commercial Line*. — Seven first-class vessels; average tonnage, 3,578 tons. Havre to New Orleans via New York, and from New Orleans direct back to Havre.

(5.) *Harrison Line* (British). — Twenty-two vessels; average tonnage, 1,500 tons. These steamers trade from Liverpool to Central and South America and the West Indies, where they obtain a portion of their cargo; on their return they touch at New Orleans and obtain half their return cargoes at that port.

(6.) *Orlano-Larrenago & Co.'s Line* (Spanish). — Eight large iron steamers. Sailing from Liverpool to several Spanish ports; thence to Porto Rico, Cuba and New Orleans. These steamers secure the greater portion of their cargoes in the West Indies, and merely stop at New Orleans to fill up.

(7.) *Serra Line* (Spanish). — Thirteen large vessels, mostly new. Route from Liverpool via Havana and other West Indian ports to New Orleans, where they complete their cargo and sail direct for Liverpool.

(8.) *Spanish Flag Line* (Spanish). — Ten vessels, running from Liverpool to New Orleans via the Cuban ports. They touch at New Orleans every two weeks, finish their cargo, and sail direct for Liverpool.

(9.) *Adams Line* (English). — Four vessels, plying direct between London and New Orleans.

(10.) *Transatlantic Line* (French). — Five steamers, one of which leaves New Orleans every fifteen days, sailing direct for Europe; on the trip out from Europe they stop at a number of points in the West Indies and Mexico, completing their cargo at New Orleans.

In addition there are steamer lines (domestic) between New Orleans and Mexico, Havana and New York.

The returns for 1881 show that out of 659 foreign vessels entered at New Orleans, 465, with a tonnage of 495,513 tons, were *in ballast*. This one-way cargo business must be discontinued if the river is to fulfil its appropriate part in building up the Southwestern Empire.

In leaving this subject of the "Southwestern Railway System" thus imperfectly presented to the 25,000 readers of this book, the writer would say, that he commenced the work with a general idea of its magnitude and importance, but an indistinct comprehension of the future, which the managers of this intrinsically valuable property could work out for themselves and the public; he leaves it with an assured conviction that the present able management of that

railway system will, with the cordial co-operation of the merchants of St. Louis, effect a realization of all his brightest hopes and aspirations for the city of his adoption and for that valley to which St. Louis must always be the commercial metropolis and manufacturing emporium; he leaves it with the knowledge that what is done has been well done, and that nothing will be left undone in the future which will contribute to developing the natural resources and building up the material prosperity of the GREAT SOUTHWEST.

#### WABASH, ST. LOUIS AND PACIFIC RAILWAY.

There are so many bonds of interest apart from those which are strictly proprietary between the "Southwestern Railway System" and the Wabash, St. Louis and Pacific Railway, and it occupies such a similar relation in the States of Illinois and Indiana to that which the first named system holds in the States of Missouri and Kansas, that it has been considered appropriate to devote a few pages to an accurate description of the railway company which owns, controls and operates 2,267.9 miles of road east of the Mississippi River and 1,155.7 west of the same, or 3,423.6 miles in the aggregate, and which may be considered one of the most influential factors in the extended railway system of this country. Those who remember the struggles or the four distinct corporations, which in 1865 were consolidated under the title of the "Toledo, Wabash and Western Railroad Company," and which were all three operated in the interest of Quincy and Keokuk, can hardly recognize in the valuable property of to-day the outcome of the Toledo and Wabash, Great Western, Quincy and Toledo, and Illinois and Southern Iowa companies. Truly, the grain of mustard seed has developed into a noble tree — the stone which the builders almost rejected has become the head of the corner. And still this present enviable position has not been attained without passing through many vicissitudes and transformations, because the railway company, which was organized in 1865, after adding house to house, and field to field, to write figuratively, found itself embarrassed in 1874, and was placed in the hands of a receiver. Its various outlying properties were one by one disintegrated, and only the trunk was left for those who in 1877 reorganized the property under the guidance of Mr. Roosevelt and an influential board of directors, with whom was associated as general manager Mr. A. L. Hopkins, the present first Vice-President of the company. It must be mentioned here that in 1870 the Toledo, Wabash and Western Railway Company matured their plans for making St. Louis a terminus of the road, as well as Quincy and Keokuk, and arrangements were made with the Decatur and East St. Louis Railroad Company for construction and equipment of a line between Decatur and East St. Louis (109 miles), mortgage bonds at the rate of \$25,000 per mile being guaranteed by the Wabash in trust, and stock of the Wabash at the rate of \$15,000 per mile, being exchanged for that of the Decatur and East St. Louis Company. The opening of this Wabash line to East St. Louis was of incalculable benefit to the commerce of the city, and the merchants were not slow to avail themselves of the accommodations for through business furnished by the new line, at rates considerably lower than those which had been previously in force. But to return, after the reorganization of the Toledo, Wabash and Western Railway Company in 1877 under the title of the Wabash Railway Company, a new impetus was given to the management of its affairs, and it entered at once upon that course of progress which has characterized it ever since. A more vigorous and aggressive policy was inaugurated, than that which had characterized the receivership of Hon. John D. Cox, and it was soon patent to the railroad world that the then management was determined to obtain business, and

increase the tonnage and traffic of the railway. In the fall of 1879 the Wabash Railway Company was formally consolidated with the St. Louis, Kansas City and Northern (formerly North Missouri) Railway Company, under the generic title of the Wabash, St. Louis and Pacific Railway Company. By this consolidation it became more closely identified with the commercial interests of St. Louis, the general offices of the company having been moved from Toledo to that part, and an extension of the Western division from Pattonsburg to Omaha having been inaugurated with the view of giving St. Louis a short air line connection with the Union Pacific Railroad. At the close of the fiscal year of 1879 the total mileage owned and operated was 1,916.48 miles. During the following year the company increased its mileage 563.92 miles, by the acquisition of the following roads: The Toledo, Peoria and Western (formerly Toledo, Peoria and Warsaw) Railway; the Chicago and Strawn; Chicago and Paducah; Champaign, Havana and Western; Quincy, Missouri and Pacific; Missouri, Iowa and Nebraska; and Centreville, Moravia and Albia Railroads. The control of these various properties was acquired by lease or purchase. At the close of the fiscal year of 1880 the company owned and operated 2,479.40 miles of line; the average mileage operated for 1880 being the equivalent of 1,942.3 miles. During the year 1881 the company made still further additions to its even then extended system by purchasing the Peoria, Pekin and Jacksonville and Springfield and Northwestern Railroads, by extending the Quincy, Missouri and Pacific Railroad from Milan to Trenton, by construction of the Attica and Covington branch, the Braidwood coal fields branch, the Champaign and Sidney, the St. Louis, Jerseyville and Springfield, and the Des Moines and St. Louis Railroads; also by an extension of the Des Moines and Northwestern Railroad north from Jefferson to Eads. Arrangements were also made for leasing, when built, the Des Moines and Northwestern Narrow Gauge Railway, and the company acquired the Detroit and Butler, Indianapolis, Peru and Chicago, and Cairo and Vincennes Railroads; and the total mileage of road now owned, leased and operated amounts to 3,423.6 miles. During 1881 the Wabash, St. Louis and Pacific Railway Company, in connection with the Missouri Pacific Railway Company, leased the St. Louis Bridge and Tunnel; and the company is now engaged, in connection with the Chicago, Burlington and Quincy Railroad Company, in construction of a road from Humeston, Iowa, to Shenandoah, Iowa, with a view of forming a junction between the Missouri, Iowa and Nebraska railroads and what is known as the Council Bluffs Branch. It is stated that the construction of this last-named railroad will shorten the distance between Chicago and Omaha fully 100 miles, and open up a short, direct line between Omaha and all points East. A summary of these various lines may not be devoid of interest:—

	MILES.
Main Line, Toledo to East St. Louis.....	435.7
Decatur, Illinois, to Quincy, Illinois.....	150.7
Bluffs, Illinois, to Hannibal, Missouri.....	49.8
Mayville, Illinois, to Pittsfield, Illinois.....	6.2
Clayton, Illinois, to Keokuk, Iowa.....	42.3
Logansport, Indiana, to Detroit, Michigan.....	212.8
Edwardsville, Illinois, to Edwardsville Crossing, Illinois.....	8.5
Indianapolis, Indiana, to Michigan City, Indiana.....	161.6
Havana, Illinois, to Springfield, Illinois.....	47.3
Holls, Illinois, to Jacksonville Junction, Illinois.....	75.3
West Lebanon, Indiana, to LeRoy, Illinois.....	76.0
Vincennes, Indiana, to Cairo, Illinois.....	158.0
Tilton, Illinois, to St. Francisville, Illinois.....	109.8
Albion, Indiana, to Covington, Indiana.....	14.5



State Line, Indiana, to Burlington, Iowa.....	214.8
La Harpe, Illinois, to Elvaston, Illinois.....	20.8
Hamilton, Illinois, to Warsaw, Illinois.....	5.0
Chicago, Illinois, to Altamont, Illinois.....	215.5
Streator, Illinois, to Strawn, Illinois.....	39.6
Shumway, Illinois, to Effingham, Illinois.....	8.5
Urbana, Illinois, to Havana, Illinois.....	102.2
White Heath, Illinois, to Decatur, Illinois.....	29.7
Bates, Illinois, to Grafton, Illinois.....	71.4
Champaign, Illinois, to Sidney, Illinois.....	11.6
Total mileage of lines east of Mississippi River.....	2,267.9

## LINES WEST OF THE MISSISSIPPI RIVER.

	MILES.
St. Louis, Missouri, to Kansas City, Missouri.....	276.8
Brunswick, Missouri, to Council Bluffs, Iowa.....	224.4
Roseberry, Missouri, to Clarinda, Iowa.....	21.5
Moberly, Missouri, to Ottumwa, Iowa.....	131.0
North Lexington, Missouri, to St. Joseph, Missouri.....	76.3
Centralia, Missouri, to Columbia, Missouri.....	15.0
Ferguson, Missouri, to Biddle Street, St. Louis.....	10.0
Quincy, Illinois, to Trenton, Missouri.....	135.9
Keokuk, Iowa, to Humeston, Iowa.....	131.0
Relay, Iowa, to Albia, Iowa.....	24.0
Des Moines, Iowa, to Eads, Iowa.....	88.0
Total mileage of lines west of the Mississippi River.....	1,155.7

## RECAPITULATION.

Total mileage of lines east of the Mississippi River.....	2,267.9
Total mileage of lines west of the Mississippi River.....	1,155.7
Total mileage.....	3,423.6

Reference to the map will demonstrate that the traffic of fully one-half of this system can be rendered directly tributary to St. Louis as a commercial centre, while the other half, although contributing to build up other termini, adds greatly to the prosperity and harmony of the whole combination. While there may have been some reasonable doubt, prior to 1879, about the operation of the Wabash Railway in the interests of St. Louis, such doubt cannot attach to the management since 1879, and the citizens of St. Louis may rest assured that the present close identification of the line in that city stimulates the management to render the Wabash, St. Louis and Pacific Railway, not merely a factor but a most efficient factor in maintaining and perpetuating the commercial prosperity of St. Louis. To those who are conversant with the resources of the section of the State of Missouri traversed by the Western division of this railway, it is almost needless to say that the counties which are directly tributary to it, such as St. Louis, St. Charles, Warren, Montgomery, Audrain, Randolph, Chariton, Carroll, Ray, Macon, Adair, Schuyler, Boone, Clinton, Buchanan, Livingston, Daviess, Gentry, Nodaway, and Atchison contain perhaps more improved land, and more personal wealth in proportion to their area and population than any other counties in the State, that from having been settled many years before those in the Southwest, the inhabitants had surrounded themselves with the comforts and accessories of an advance civilization before the war, and although many of these were swept out of existence by the contending forces who made that section their battlefield, still the country recovered very rapidly from the ravages, and to-day can boast of containing the Athens of Missouri, and in other counties, towns, which for their society, their schools, and their churches, to say nothing of their general trade,

can compare more than favorably with those of the older settled Eastern and Central States. It may be noted in this connection, that twelve years ago, the population of the twenty counties traversed by the railway in the State of Missouri was 38 per cent of the total population of the State, that the assessed value of real and personal estate in said twenty counties was nearly 50 per cent of the total assessed value of real and personal estate in the State, while the true value was 54 per cent. That the acreage of improved land in such counties represented more than 25 per cent of all the cultivated land in the State, and that the value of the farms was 38 to 68 per cent of the total value of farms in the State. While the value of the farm productions and of the live stock was between 25 and 26 per cent of the total value of all in the State. There has doubtless been a large percentage of increase during the 12 years which have elapsed since these accurate statistics were obtained, but it has been impossible to procure data from the census bureau which would facilitate a correct comparison — hence the above figures are given to indicate the valuable character of the country rendered directly tributary to St. Louis by the Western division. The lines west of the Mississippi River do not merely open up to the merchants of St. Louis the trade of a rich section of Missouri, but enables them to participate extensively in the business of Iowa, which was in former years almost entirely monopolized by the Chicago roads, and the traffic contributed to the northern division at Ottumwa, now forms a very important factor in the general business of the line.

What has been written about the resources of the Wabash, St. Louis and Pacific Railway in the State of Missouri, applied with equal truth to the counties in Illinois, which are tributary to the main line, and to the Toledo, Peoria and Western Railway; and these remarks are specially true in view of additions recently made to the system, which enable St. Louis to compete successfully for a business, which in former years, was almost entirely controlled by Chicago. It may be considered that with the present facilities furnished by the St. Louis and Mississippi River Transportation Company for handling freight by the river to New Orleans, the bulk of the grain trade originating along the line of the railway between East St. Louis and Lafayette, can be marketed at St. Louis instead of at Toledo, and that the revenues of the railway company will be materially increased by its ability to obtain local rates on such traffic, instead of being bound by a schedule of competitive business. The coal trade now existing on the main line between Litchfield and East St. Louis has been fostered by a very liberal policy on the part of the company, and will soon become a very important and remunerative factor in its general carrying trade. The coal is of a very superior quality, and equally well-adapted for domestic and manufacturing purposes. It is not, however, on account of its direct contributions to the local business of St. Louis, that the Wabash, St. Louis and Pacific Railway forms an invaluable adjunct to the railway system of St. Louis, but on account of its thorough connections. By it is established a through line between St. Louis and Toledo, connecting these with the Lake Shore and Michigan Southern Railway, and by it with the New York Central and Hudson River, and the New York, Lake Erie and Western, also New York and Lackawanna Railroads, for New York, Philadelphia, Boston, and all points in the New England States. There is also another through line for the East, via Logansport and Butler to Detroit, thence by the Canada Southern, or the Great Western Railways, opening up for the trade of St. Louis an alternate route to all the points reached via Toledo, and one which is equally available. The through line to the East via Fort Wayne, and the lines of the Pennsylvania Railroad Company for Pittsburg, Baltimore, Philadelphia, New York and Boston, also to New England points *via* New York, is

extensively patronized. Again the importance to St. Louis of the through line to Chicago, and thence to the East by the various railways diverging from that point, cannot be over-estimated, and it is this plurality of routes, each of them equally available and equally responsible, that renders the Wabash, St. Louis and Pacific Railway, each a valuable ally to St. Louis commerce, and popularizes it more with shippers than lines which have only one Eastern outlet, and one tributary system. Then again there are the through lines between St. Louis and Kansas City, and between St. Louis and Omaha, both of which bring the traders of St. Louis into intimate commercial relations with the vast area of country lying west of those terminal points, and which is being rapidly developed under the influence of a healthy immigration. The reader must recollect that while St. Louis is the most important *entrepot* of the traffic of the Wabash, St. Louis and Pacific Railway, it is not by any means the only business center which claims facilities from the railway. Quincy, Peoria, Hannibal, Keokuk, and Burlington, equally with St. Louis, Chicago, Omaha and Kansas City clamor for their privileges and rights, and they are unhesitatingly accorded, as is evidenced by the time table advertisement of the Quincy, Hannibal and Toledo line, the Toledo, Peoria and Burlington Short Line, Chicago, Peoria and Keokuk through line, and Chicago and Kansas City through line. Then there are the Iowa Division, the Indianapolis Peru, Chicago Division, the Cairo Division, and numerous others, each of which play their part in contributing traffic to the main line, and each of which drains a rich section of country. It would almost seem impossible to avoid friction in some of the working parts of this immense machine, but there is a skilful engineer in charge, one whose record is like a beacon light in the railroad horizon, and it is safe to say that under his guidance the railway ~~must~~ become a grand success commercially and financially, contributing to the wealth and material prosperity of St. Louis, and demonstrating each year more and more the wisdom of concentration and the superlative economy of combination.

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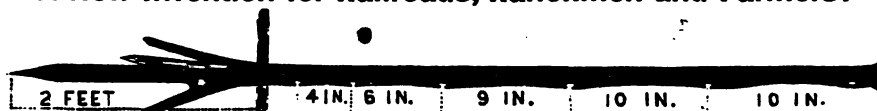
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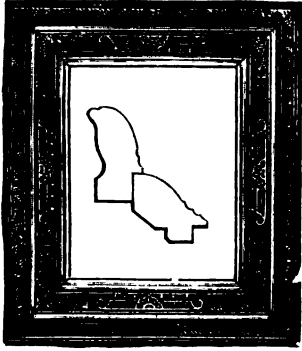
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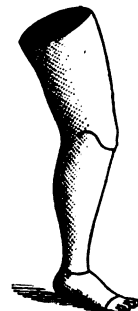
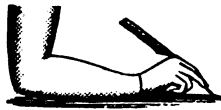
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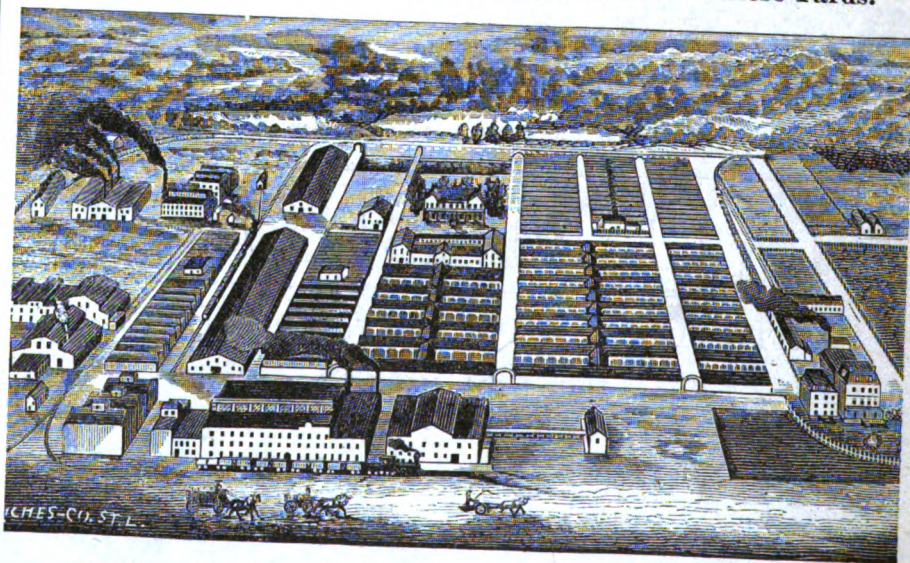
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100 Acres Enclosed;      60 Acres Under Sheds.

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Stock unloaded directly to the Pen from all Railroads running to St. Louis and East St. Louis from the South, West, North and East.

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The stock arriving is unloaded directly in the pens and placed immediately on the market. Buyers from New York, Boston, Philadelphia, Baltimore, Pittsburgh, Buffalo and New England cities; Cincinnati, Louisville, Nashville and other points; also from Liverpool and London, England, are permanently located at the Yards, and shippers can confidently anticipate an active and reliable market for all receipts, however large, and for all grades of stock. The Pork-packing Houses located at these Yards have the capacity for killing 12,000 hogs per day.

The St. Louis Beef Canning Company, with a Capacity for the Slaughter of 1,000 Head of Cattle per Day, has its Packing House Located at these Yards.

A first-class hotel for the convenience of its patrons is attached to the Yard. The Stock-Yard Bank, under the management of Newman & Farr, has an office in the general offices at the Yards.

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